GUARD FILE 1992 Pt. III

(V)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड Railway Board)

No.91/CEDO/SD/10.

रेल भवन, नई दिल्ली-110001, तिथि '
Rail Bhavan, New Delhi-110001, dated ———— 19
2- 1 - 1992.

The Chief Engineer (Construction),
South Eastern Railway,
Bilaspur.

SubL Sub:- Proposed Crossing Station between Ghunghuti and Birsinghpur on Bilaspur-Katni Section of Bilaspur Division of South Eastern Railway.

Ref:- Your application No.DRG/SID/26/147 dated 12-12-1991.

In view of the position explained in your above quoted application, Administrative approval of Ministry of Railways is hereby communicated for adoption of a gradient of 1 in 400 and 1 in 260 as against 1 in 1200 gradient decided by Ministry of Railways in terms of their letter No. 88/CEDO/SD/8 dated 6-9-1989 for providing Crossing Station between Ghunghuti and Birsinghpur on Bilaspur-Katni Section of South Eastern Railway to serve the proposed Sanjay Gandhi Thermal Power Station located nearby.

It is noted that no train will be stabled without a live engine on the Main line under any circumstances and a Clause to this effect will be incorporated in the Station Working Rules accordingly.

Singla 1.1.92
(S.M.SINGLA)
Executive Director Civil Engineering (G),
Railway Board.

(2)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड Railway Board)

No.91/CEDO/SR/14.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 2-1-1992.

The General Manager (Works),
Northeast Frontier Railway,
Maligaon,
Guwahati - 781011.

Sub:- Running of Light on TRACK-TAMPER, Model "PHOOLTAS" 6-LDT on Malda Town-New Guwahati & Katihar Jn. to Kumedpur Jn. (BG) Section.

In view of the position explained in your application No.W/260/Track Machine/W-7 dated 17-9-91 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of Light on "TRACK-TAMPER", Model "PHOOLTAS",6 LDT manufactured by M/s.Speed Crafts Private Limited, Patna to RDSO's General arrangement diagram No.EDO/T-2160 with maximum axle load of 5.0t at a provisional maximum speed of 15 Kmph or at a maximum sectional speed whichever is lower when running on its own power on Malda Town-New Guwahati and Katihar-Kumedpur B.G.Sections This machine cannot be attached to a running train for the purpose of movement from one station to another but has to be moved loaded in a suitable wagon.

The sanction is subject to the observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to the observance of all conditions/stipulations made in the Joint Safety Certificate No.196, RDSO's Speed Certificate and all other certificates accompanying your application referred to above.

The Ministry of Railways also condone the infringements to Clause 2(ii) and 3 of Chapter IV(A) of BG Schedule of Dimensions (1973) involved in the design of Track Tamper Machine as detailed in Form-XI accompanying your application.

(S.M.SINGLA)
Executive Director Civil Engineering (G),
Railway Board.

P.T.O.

(3)

No.91/CEDO/SR/14. New Delhi, Dated 2 - 1 - 1992.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226001, with reference to his Endorsement No. RS.17-T(2)/90-Pt. dated 16-12-91.

2) The Commissioner of Railway Safety, Northeast Frontier Circle, 14, Strand Road, 12th Floor, Calcutta - 700 001, with reference to his letter No.49 dated 19-11-1991.

3) The Director Standards (Track), R.D.S.O., Manak Nagar, Lucknow - 226 011.

(S.M.SINGLA)
for Secretary Railway Board.

④/10

No.91/CEDO/SD/10. 3-1-92.

The General Manager (Con-II),
Northeast Frontier Railway,
Maligaon,
Guwahati - 781011.

Sub:- Application for condonation for infringing grades steeper than 1 in 1200 in Station yard at Old Malda on Katihar Division of Northeast Frontier Railway.

Ref:- Your application No.W/260/CON/P-D Project/ Pt.II dated 20-12-1991.

In view of the position explained in your above quoted application, Administrative approval of Ministry of Railways is hereby communicated for adoption of a gradient of 1 in 700 from CH:13885 to 14245 & 1 in 400 from CH:14245 to 14700 at Old Malda Station yard as against 1 in 1200 gradient decided by Ministry of Railways in terms of their letter No.88/CEDO/SD/8 dated 6-9-1989 in connection with doubling between New Jalpaiguri and Malda Town Section of Katihar Division of Northeast Frontier Railway.

The approval is subject to the condition that a Clause will be inserted in the Station Working Rules that no train will be stabled without a live engine on the Main line.

3/1/92

(S.M.SINGLA)
Executive Director Civil Engineering (G),
Railway Board.

(4/2)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड Railway Board)

No.91/CEDO/SD/10.

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 3-1-1992.

The General Manager (Con),II
Northeast Frontier Railway,
Maligaon,
Guwahati - 781011.

Sub:- Application for condonation for infringing grades steeper than 1 in 1200 in station yard at Old Malda on Katihar Division of N.F.Railway

Ref:- Your application No.W/260/CON/P-D Project/ Pt.II dated 20-12-91.

In view of the position explained in your above quoted application, Administrative approval of Ministry of Railways is hereby communicated for adoption of a gradient of 1 in 700 from CH:13885 to 14245 & 1 in 400 from CH:14245 to 14700/as against 1 in 1200 gradient decided by Ministry of Railways in terms of their letter No.88/CEDO/SD/8 dated 6-9-89 in connection with doubling between New Jalpaiguri and Malda Town section of Katihar Division of Northeast Frontier Railway.

/at Old Malda station yard

The approval is subject to the condition that a Clause will be inserted in the Station Working Rules that no train will be stabled without a live engine on the Main line.

Sd/-
(S.M.SINGLA)
Executive Director Civil Engineering (G),
Railway Board.

(G)

No.91/CEDO/SR/14. 6th Jan.1992.

The General Manager (Engg:),
Northern Railway,
Headquarters Office,
Baroda House,
New Delhi - 110 001.

Sub:- Running of Light on TRACK-TAMPER, Model "PHOOLTAS" 6 LDT, manufactured by M/s.Speed Crafts Private Limited,Patna on Northern Railway.

Ref:- Your letter No.519-W/602 dated 20-12-1991.

Your application to obtain the sanction for running of the above tamper on various B.G.Sections of Northern Railway has not so far been received in this office duly forwarded through Commissioner of Railway Safety,Northern Circle, Lucknow and Chief Commissioner of Railway Safety Lucknow. It appears that the same has been lost somewhere during transit.

It is therefore requested that a duly attested photocopy of your application and all its enclosures may please be sent to this office alongwith CRS and CCRS's forwarding letters to enable this office to consider the issue of necessary sanction required by you.

(D.N.Machiwal)
for Executive Director Civil Engineering (G),
Railway Board.

(6/10)

No.90/CEDO/SD/18. 8-1-92.

The Chief Project Manager,
Railway Electrification,
Bilaspur.

Sub:- Durg-Nagpur Railway Electrification - Introduction of Electric Traction - Condonation regarding horizontal clearance to be adopted for fixed structures from centre line of track.

With reference to your office letter No.DNRE/EL/T/14/2095 dated 19-11-91 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements to item 13(ii)(c) Chapter-I of B.G.Schedule of Dimensions (1973) involved in the installation of 2 OHE Structures No. 1111/31 and 1111/32 at Kanhan station yard on Tumsar Road-Nagpur section of your railway as shown in Form-XI accompanying your application referred to above.

The sanction is not applicable for running of 3660 mm (12'-0") wide EMU Stock.

7/1/92

(S.M.SINGLA)
Executive Director Civil Engineering (G),
Railway Board.

No.90/CEDO/SD/18. New Delhi, Dated 8-1-92.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226001, with reference to his Endorsement No.RS.18-T(4)/90 dated 27-12-1991.

2) The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Calcutta -700001, with reference to his letter No.939/19/65 dated 20-11-91.

7/1/92

(S.M.SINGLA)
for Secretary Railway Board.

(6/2)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड Railway Board)

No.90/CEDO/SD/18.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 8-1-92. 19

The Chief Project Manager,
Railway Electrification,
Bilaspur.

Sub:- Durg-Nagpur Railway Electrification - Introduction of Electric Traction - Condonation regarding horizontal clearance to be adopted for fixed structures from centre line of track.

With reference to your office letter No.DNRE/EL/T/14/2095 dated 19-11-91 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements to item 13(ii)(c) Chapter-I of B.G.Schedule of Dimensions (1973) involved in the installation of 2 OHE Structures No. 1111/31 and 1111/32 at kanhan station yard on Tumsur Road-Nagpur section of your railway as shown in Form-XI accompanying your application referred to above.

The sanction is not applicable for running of 3660 mm (12'-0") wide EMU Stock.

(S.M.SINGLA)
Executive Director Civil Engineering (G),
Railway Board.

No.90/CEDO/SD/18. New Delhi, Dated 8-1-92.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226001, with reference to his Endorsement No.RS.18-T(4)/90 dated 27-12-1991.

2) The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Calcutta -700001, with reference to his letter No.939/19/65 dated 20-11-91.

(S.M.SINGLA)
for Secretary Railway Board.

(7)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड Railway Board)

No.91/CEDO/SD/10.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 10-1-92.

The Chief Engineer(Con)/South,
South Central Railway,
Secunderabad -500 371.

Sub:- Wadi-Raichur Section, Doubling of track between Thangundi-Chegunta proposed yard arrangements, Request for the Administrative approval for the grades steeper than 1 in 1200 and upto 1 in 400 in the station yards.

Ref:- Your application No.W.Con.182/G/172.Vol.II dated 31-12-1991.

In view of the position explained in your above quoted application, Administrative approval of Ministry of Railways is hereby communicated for adoption of grades as under:-

S.No.	Station yard.	Chainage	Grade.
1.	Thangundi Km.634.14	From Ch:160 M to Ch:600 M.	1 in 450
2.	Yadgir Km:643.50	From Ch:8700 M to Ch:8990.OM.	1 in 518
	-do-	From Ch:9850 M toCh:10162 M	1 in 660
3.	Lingiri Km:654.08	From Ch:19074.4 M to Ch:20474 M.	1 in 400
4.	Narayanpet Rd. Km:666.68	From Ch:31850 M to Ch:32350 M	1 in 950
	-do -	From Ch:32650 M to Ch:33227 M.	1 in 594.

The above approval is granted as against 1 in 1200 gradient decided by Ministry of Railways in terms of Board's letter No. 88/CEDO/SD/8 dated 6-9-89 in connection with doubling between Thangundi-Chegunta on Wadi-Raichur section of Guntakal Division of South Central Railway.

The approval is subject to the condition that a Clause will be inserted in the Station Working Rules that no train will be stabled without a live engine on main line.

9.1.92

(S.M.SINGLA)
Executive Director Civil Engineering (G),
Railway Board.

(8)

Imw Rly
10/1/92

No. 88/CEDO/SD/8. 10-1-1992.

The General Manager,
Northern Railway,
Head Quarters Office,
Baroda House,
New Delhi - 110 001.

Sub:- Gradient in Station Yards.

Ref:- Your office letter No.579-W/O/Policy dated 6-1-92.

A reference may be made to your office letter quoted above. This is to clarify that the words 'all new constructions/remodelling' are inclusive of Gauge Conversions also. Therefore, at the time of Gauge Conversions work also the instructions pertaining to provision of minimum gradient of 1 in 1200 in station yards are applicable.

9/1/92

(S.M.SINGLA)
Executive Director Civil Engineering(G),
Railway Board.



(9)

No. 91/CHED/SD/14. 13th Jan.1992.

The Chief Engineer (Constn.)/South,
South Central Railway,
Works Construction Branch,
Secunderabad - 500371.

Sub:- Wadi-Raichur Section - Doubling of track between Wadi-Thangundi and Chengunta-Krishna, Wadi Jn.-Proposed yard arrangements - Condonation for the infringing gradient of 1 in 161 from KM:605/5-6 to KM:605/11-12 in the yard.

Reference may be made to your D.O.No.W/Con/182/G/154/Vol.VIII dated 9-12-91 addressed to Shri.K.P.Singh, Executive Director (Works), Railway Board. The application for condonation of grade infringement on the above noted subject has not so far been received in this office through CRS/CCRS. It appears that the same has been lost during transit.

It is therefore requested that a duly attested photocopy of your application alongwith Form-XI, Drawing and CRS/CCRS's forwarding letters may please be sent at an early date to enable this office to take further necessary action in the matter.

Sd/-

(S.M.SINGLA)
Executive Director Civil Engineering (G),
Railway Board.

भारत सरकार

रेल मंत्रालय

(रेलवे बोर्ड)

GOVERNMENT OF INDIA

MINISTRY OF RAILWAYS

(Railway Board)

(10)

No.89/CEDO/SD/12.

रेल भवन, नई दिल्ली-110001, तिथि ___ 19

Rail Bhavan New Delhi-110001, dated

14th Jan.1992.

The General Manager (Engg.),
Railway Electrification,
Allahabad - 211001.

Sub:- Khandwa - Sanction of Railway Board to adopt lower values of overhead clearance at Khandwa ROB.

Ref:- Your application No.CPM/EPL/Engg./W/30/11 dated 17-3-1989 and letter No.RE/Engg:/W-I/27 dated 4-1-1991 and 12-12-1991.

In view of the circumstances explained in your above quoted application sent through the Chief Commissioner of Railway Safety Lucknow, further modified under your application No.RE/Engg./W-I/27 dated 4-1-91 and 12-12-91, the Ministry of Railways accord their approval for condonation of infringement to Note (c) under item 10(iii)(b) Chapter-I of B.G.Schedule of Dimensions (1973) involved in raising the various existing clearances under Khandwa ROB on Itarsi-Bhusawal Section of Bhusawal Division of Central Railway by 440 mm. Sanction is also accorded for adoption of lower values of overhead clearances shown under column 8 of the revised Form-XI and Drawing No. RE/CIVIL/EPL/30-89 and RE/CIVIL/EPL/11-88 accompanying your application dated 12-12-91 referred to above.

It is noted that Up loop No.6 is a sick line with dead end and there is a proposal to construct a new ROB in future about 55 metres away from existing bridge by State P.W.D. and Central Railway.

(S.M.SINGLA)
Executive Director Civil Engineering (G),
Railway Board.

P.T.O.

(11)

No.89/CEDO/SD/12 New Delhi, Dated 14-1-1992

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg Lucknow-226001, with reference to his Endorsement No. RS.18-T(2)/84-Vol.II dated 10-4-09 and RS.18-T(3)/90 dated 19th June,91.

2) The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay - 400 020, with reference to his letter No.151 dated 23-3-89 and 390 dated 28-5-91.

3) The Deputy Chief Engineer, Railway Electrification, Bhopal with reference to his letter No.CPM/HPL/Engg./W/30/11/336 dated 15-11-91.

(S.M.SINGLA)
for Secretary Railway Board.

(12)

No.89/CEDO/SD/12. 14th Jan.1992.

The General Manager (Engg.),
Railway Electrification,
Allahabad - 211001.

Sub:- Khandwa - Sanction of Railway Board to adopt lower values of overhead clearance at Khandwa ROB.

Ref:- Your application No.CPM/BPL/Engg./W/30/11 dated 17-3-1989 and letter No.RE/Engg;/W-I/27 dated 4-1-1991 and 12-12-1991.

In view of the circumstances explained in your above quoted application sent through the Chief Commissioner of Railway Safety Lucknow, further modified under your application No.RE/Engg./W-I/27 dated 4-1-91 and 12-12-91, the Ministry of Railways accord their approval for condonation of infringement to Note (c) under item 10(iii)(b) Chapter-I of B.G.Schedule of Dimensions (1973) involved in raising the various existing clearances under Khandwa ROB on Itarsi-Bhusawal Section of Bhusawal Division of Central Railway by 440 mm. Sanction is also accorded for adoption of lower values of overhead clearances shown under column 8 of the revised Form-XI and Drawing No. RE/CIVIL/BPL/30-89 and RE/CIVIL/BPL/11-88 accompanying your application dated 12-12-91 referred to above.

It is noted that Up loop No.6 is a sick line with dead end and there is a proposal to construct a new ROB in future about 55 metres away from existing bridge by State P.W.D. and Central Railway.

14.1.92

(S.M.SINGLA)
Executive Director Civil Engineering (G),
Railway Board.

P.T.O.

(13)

No.89/CEDO/SD/12 New Delhi, Dated 14-1-1992

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Margm Lucknow-226001, with reference to his Endorsement No. RS.18-T(2)/84-Vol.II dated 10-4-89 and RS.18-T(3)/90 dated 19th June,91.

2) The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay - 400 020, with reference to his letter No.151 dated 23-3-89 and 390 dated 28-5-91.

3) The Deputy Chief Engineer, Railway Electrification, Bhopal with reference to his letter No.CPM/BPL/Engg./W/30/11/356 dated 15-11-91.

13.1.92

(S.M.SINGLA)
for Secretary Railway Board.

(14)

No.92/CNDO/SD/1. 16/15 Jan.92.

The Chief Project Manager,
Railway Electrification,
Pratap Nagar,
Vadodara - 390 004.

Sub:- Railway Electrification of Nagda-Bhopal section - Group 64 - Condonation of horizontal setting distance of OHE mast at Km:97 in Makni-Pirumrod Section on Ratlam Division of Western Railway.

Ref:- Your application No.NBRE/EL-D/1/0 dated 28-08-1991.

Please refer to your application quoted above. The likely date by which the track will be raised by Western Railway to remove the infringement may be advised for information of this office. A Plan showing the implantation of the four OHE Structures in question may also be sent for reference and use in this office.

Sd/-

(S.M.SINGLA)
Executive Director Civil Engineering (G),
Railway Board.

(15)

No.90/CEDO/SD/18. 17/1 Jan.92.

The Chief Project Manager,
Railway Electrification,
Egmore,
Madras - 600 008.

Sub:- Railway Electrification - Group 72 - Jolarpettai - Bangalore Section - Wiring of track in FCI Siding at Whitefield - condonation from Railway Board.

Ref:- Your application No.ETR 252/RE/0140 dated 26-11-1991.

In view of the position explained in your application quoted above sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements caused by implantation of 58 OHE Structures having setting distances varying from 2217 mm to 2360 mm, in connection with wiring of tracks in FCI Siding at Whitefield Station yard on Jolarpettai-Bangalore City Section of Southern Railway as against 2360 + Curve allowance required as per item 13(ii) (d) Chapter-I of B.G.Schedule of Dimensions (1973), indicated under column 8(b) in Form-XI accompanying your application referred to above.

The sanction is subject to the condition that the staff working in FCI Siding are strictly instructed to ensure that the doors of wagons are closed before shunting or moving the wagons so as to prevent the open doors hitting the masts.

Sd/-
(S.M.SINGLA)
Executive Director Civil Engineering (G),
Railway Board.

(16)

No.90/CRDO/SD/18. New Delhi, Dated 17 -1-92

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No.RS.18-T(7)/90 dated 31-12-91. S No 38

2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar, Bangalore - 560 009, with reference to his letter No.1079 dated 6-12-91. S No 38/1

Sd/-

(S.M.SINGLA)
for Secretary Railway Board.

(17)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड Railway Board)

No.90/CEDO/SD/18.

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 17th Jan. 92.

The Chief Project Manager,
Railway Electrification,
Egmore,
Madras - 600 008.

Sub:- Railway Electrification - Group 72 - Jolarpettai - Bangalore Section - Wiring of track in FCI Siding at Whitefield - condonation from Railway Board.

Ref:- Your application No.ETR 252/RE/0140 dated 26-11-1991.

In view of the position explained in your application quoted above sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements caused by implantation of 58 OHE Structures having setting distances varying from 2217 mm to 2360 mm, in connection with wiring of tracks in FCI Siding at Whitefield Station yard on Jolarpettai-Bangalore City Section of Southern Railway as against 2360 + Curve allowance required as per item 13(ii) (d) Chapter-I of B.G.Schedule of Dimensions (1973), indicated under column 8(b) in Form-XI accompanying your application referred to above.

The sanction is subject to the condition that the staff working in FCI Siding are strictly instructed to ensure that the doors of wagons are closed before shunting or moving the wagons so as to prevent the open doors hitting the masts.

(S.M.SINGLA)
Executive Director Civil Engineering (G),
Railway Board.

(18)

No.90/CEDO/SD/18.

New Delhi, Dated 17-1-92

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No.RS.18-T(7)/90 dated 31-12-91.

2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar, Bangalore - 560 009, with reference to his letter No.1079 dated 6-12-91.

16.1.92

(S.M.SINGLA)
for Secretary Railway Board.

(19)

No. 89/CEDO/ORI/8. Jan.92.

The Commissioner of Railway Safety,
Central Circle,
Churchgate Station Building Annexe,
2nd Floor, Maharshi Karve Road,
Bombay - 400 020.

Sub:- Guna-Shivpuri Section, opening of new line between Kolaras-Shivpuri stations of Bhopal Division.

Ref:-i) Your letter No.C-12/78/91-HE/103 dated 13-3-91.

ii) CE(Con)North, Central Railway's letter No.EW/689/W-90/OD/III dated 18-11-91.

Please refer to Chief Engineer (Con)North, Central Railway's letter quoted at reference ii) above, a copy of which is enclosed herewith for your ready reference. Since, the original cloth tracings of Index Plan and Section relating to the above section appear to have been left out in your office, it is requested that the same may please be sent to this office early.

(D.N.Machiwal)
for Executive Director Civil Engineering (G),
Railway Board.

DA:-One.

No.89/CEDO/ORI/8. New Delhi, Dated -1-92.

Copy to Chief Engineer(Con)North, Central Railway, New Administrative Office Building, Dadabhai Naoroji Road, Bombay-400 001 for information and necessary action with reference to his letter No. EW/689/W-90/OD/III, dated 18-11-1991.

(D.N.Machiwal)
for Executive Director Civil Engineering (G),
Railway Board.

(20)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड Railway Board)

No.92/CEDO/SD/3. रेल भवन, नई दिल्ली-110001, दिनांक 28-01-1992.
Rail Bhavan, New Delhi-110001, dated 19.

The General Manager,
North Eastern Railway,
Gorakhpur.

Sub: Condonation of infringement to B.G. Schedule of Dimensions by the passenger platform shelter over main platform at Aunrihar Junction in connection with gauge conversion of Chhapra-Aunrihar from Metre Gauge to Broad Gauge.

*****

With reference to your letter No.W/Con/520/3/W-I/Pt.II dated 26.11.91 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the condonation of infringement to item 7(iii) Chapter-II of BG Schedule of Dimensions (1973) as shown in Annexure-I enclosed. These infringements are involved in retention of existing passenger platform shelter at Aunrihar Junction in connection with conversion of Chhapra-Aunrihar Section from Metre Gauge to Broad Gauge. Annexure-I is based on Form-XI and drawing No.S/35/1091 accompanying your letter referred to above.

(S.M. SINGLA)
Executive Director Civil Engineering(G),
Railway Board.

No.92/CEDO/SD/3. New Delhi, dated 28-01-1992.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001 with reference to his Endorsement No. RS.18-T(8)/90 dated 1.1.1992.
2. The Commissioner of Railways Safety, North Eastern Circle, Gorakhpur-273 012 with reference to his letter No. 783/3493/Pt.IV dated 27.11.1991.

(S.M. SINGLA)
for Secretary, Railway Board.

ANNEXURE-I

S.No.	Location	Name of the Structure which infringes.	Chapter and Item No.	Prescribed Dimensions.	Existing Actual Dimensions.	Amount of infringement
1	2	3	4	5	6	7
1.	Varanasi Division Aunrihar Station.	Passenger platform shelter on main platform (CE/Con's Plan No. S/35/1091)	Chapter-II Item 7(iii)	Minimum horizontal distance from centre line of track. 5330 mm at 3430 mm above rail level decreasing uniformly to 3810 mm at 4115 mm above rail level.	5330 mm at 3430 mm above rail level, 5194 mm reducing to 4762 mm at 3438 mm above rail level, decreasing uniformly to 3460 mm at 4115 mm above rail level.	Nil at 3430 mm above rail level, 432 mm at 3438 mm above rail level decreasing uniformly to 350 mm at 4115 mm above rail level.

(22)

No.92/CEDO/SD/3. 28-01-1992.

The General Manager,
North Eastern Railway,
Gorakhpur.

Sub: Condonation of infringement to B.G. Schedule of Dimensions by the passenger platform shelter over main platform at Aunrihar Junction in connection with gauge conversion of Chhapra-Aunrihar from Metre Gauge to Broad Gauge.

*****

With reference to your letter No.W/Con/520/3/W-I/Pt.II dated 26.11.91 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the condonation of infringement to item 7(iii) Chapter-II of BG Schedule of Dimensions (1973) as shown in Annexure-I enclosed. These infringements are involved in retention of existing passenger platform shelter at Aunrihar Junction in connection with conversion of Chhapra-Aunrihar section from Metre Gauge to Broad Gauge. Annexure-I is based on Form-XI and drawing No.S/35/1091 accompanying your letter referred to above.

27.1.92

(S.M. SINGLA)
Executive Director Civil Engineering(G),
Railway Board.

No.92/CEDO/SD/3. New Delhi, dated 28-01-1992.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001 with reference to his Endorsement No. RS.18-T(8)/90 dated 1.1.1992.
2. The Commissioner of RailwaysSafety, North Eastern Circle, Gorakhpur-273 012 with reference to his letter No. 783/3493/Pt.IV dated 27.11.1991.

(S.M. SINGLA)
for Secretary, Railway Board.

ANNEXURE-I

S.No.	Location	Name of the Structure which infringes.	Chapter and Item No.	Prescribed Dimensions.	Existing Actual Dimensions.	Amount of infringement
1	2	3	4	5	6	7
1.	Varanasi Division Aunrihar Station.	Passenger platform shelter on main platform (CE/Con's Plan No. E/35/1091)	Chapter-II Item 7(iii)	Minimum horizontal distance from centre line of track. 5330 mm at 3430 mm above rail level decreasing uniformly to 3810 mm at 4115 mm above rail level.	5330 mm at 3430 mm above rail level, 5194 mm reducing to 4762 mm at 3438 mm above rail level, decreasing uniformly to 3460 mm at 4115 mm above rail level.	Nil at 3430 mm above rail level, 432 mm at 3438 mm above rail level decreasing uniformly to 350 mm at 4115 mm above rail level.

(29)

भारत सरकार

रेल मंत्रालय

(रेलवे बोर्ड)

GOVERNMENT OF INDIA

MINISTRY OF RAILWAYS

(Railway Board)

No.92/CEDO/SD/2.

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 29-1-92. 19

The Chief Project Manager,
Railway Electrification,
Pratapnagar,
Vadodara-4.

Sub:- NBRE - Group 64 - Condonation for horizontal setting distance of CHE Structures in Kalapipal yard.

With reference to your office letter No.NBRE/EL-D/1/0 dated 26-8-91 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringement to item 13(ii)(d) of Chapter-I of BG Schedule of Dimensions (1973) as a temporary measure involved in implantation of one CHE Structure between Line No.2 (Main line) and Line No.3 (Loop line) at Km:171/8 (Ch:171/215.6) at Kalapipal yard on Nagda-Bhopal section of Western Railway as shown in Form-XI and Drawing No. RE/64/LO/KM/170-172 accompanying your letter referred to above.

It is noted that Line No.3 is likely to be completly removed within a period of six months during Sujalpur-Kalapipal doubling work.

(S.M.SINGLA)
Executive Director Civil Engineering (G),
Railway Board.

No.92/CEDO/SD/2. New Delhi, Dated 29-1-92.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No.RS.18-T(6)/90 dated 3rd Jan.92.

2) The Commissioner of Railway Safety, Western Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bangalore-560009, with reference to his letter No.221/209 dated 10-9-91.

(S.M.SINGLA)
for Secretary Railway Board.

(25)

No. 91/CEDO/OHI/8. 28th-Jan.92.

The General Manager (Construction),
Northeast Frontier Railway,
Maligaon,
Guwahati - 781 011.

Sub:- Extension of M.G.line between Jamira and Bairabi Stations on Lumding Division of Northeast Frontier Rly.

Ref:- Your office letter No.W/247/CON/L-B/2/Pt.II dated 4-6-91.

Please refer to Endorsement No.2 of this office letter of even number dated 22-5-91. The action taken on Commissioner of Railway Safety, North Eastern Circle's recommendations and suggestions referred to in his report prior to the opening of the above line has not so far been advised to him under advice to this office. The date of opening of the above section and two ferro copies of Index Plan and Section have also not been sent to this office.

Ministry of Railways therefore desire that [redacted] action on Commissioner of Railway Safety, North Eastern Circle's recommendations and suggestions may please be taken early. Necessary arrangements may also be made to advise the date of opening of the above section and send two ferro copies of Index Plan and Section to this office.

(D.N.Machiwal)
for Executive Director Civil Engineering (G),
Railway Board.

(26)

No.91/CEDO/SD/10. 29th Jan.92.

The Chief Engineer(Construction),
South Eastern Railway,
Garden Reach,
Calcutta-43.

Sub:- Request for condonation of Railway Board in terms of Railway Board's letter No.88/CEDO/SD/8 dated 6-9-89 for the stations - (1) Godapiasal, (2)Chandrakona Ghatal Road, (3) Garbeta, (4) Bhishnupur and (5)Jhantipahari in Kharagpur-Adra Section of South Eastern Railway.

Ref:- Your application No.PD/DRG/113/000411 dated 14-1-92.

Reference may be made to your application quoted above for grant of administrative approval for grade infringements in station yards as against 1 in 1200 required in connection with extension of reception lines to standard length of 686 metres.

To facilitate processing of the case for grant of administrative approval, it is necessary that the enclosed performa may please be sent duly filled in for each of the above station yards at an early date. It may also be confirmed that the grades quoted in the application and its enclosures are the actual grades existing at site and not the once which have been taken from Index Plan and Section.

Sd/- 28/1/92
(S.M.SINGLA)
Executive Director Civil Engineering (G),
Railway Board.

EXTENSION OF RECEPTION LINES TO 686 METRES ON
KHARAGPUR - ADRA SECTION OF SOUTH EASTERN RAI

STATEMENT SHOWING THE GRADIENTS IN YARDS.

Serial No.	Name of the Station Yard.	Yard Plan No.	Existing grade in the yard	Grades proposed for yard due to extension of reception lines.	Repercussion in adopting 1 in 1200 grade.	Remarks
1	2	3	4	5	6	7

(27)

भारत सरकार

रेल मंत्रालय

(रेलवे बोर्ड)

GOVERNMENT OF INDIA

MINISTRY OF RAILWAYS

(Railway Board)

(28)

No.92/CEDO/SR/1.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan New Delhi-110001, dated 31st Jan. 19 1992.

The Director General (Civil),
R.D.S.O.,
Lucknow - 226 011.

Sub:- Design of 23350 mm long BG Coach with 3250 mm width - Condonation of infringements.

With reference to your application No.CT/LC/BG dated 17-9-91 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways condone the following infringements to the BG Schedule of Dimensions (1973) involved in the design of 23350 mm long coach with 3250 mm width to RDSO Sketch No.911071 Alt.Nil as detailed in Annexure-I accompanying your application referred to above.

S.No.	Clause No.of Chapter-IV(A)	Description	Dimensions laid down in the Schedule (mm)	Dimensions as per drawings (mm)
1.	16	Minimum distance apart of bogie centres for bogie vehicles.	2/3rd of length of body of the vehicle (i.e. 15567 mm for 23350 mm long coach)	15241
2.	17	Maximum distance apart bogie vehicles 3250 mm wide.	14785	15241
3.	19(b)	Maximum length of body of roof for bogie vehicles 3250 mm wide.	21340	23350
4.	20(b)	Maximum length of underframe over head stocks for bogie vehicles 3250 mm wide.	21030	23040
5.	21(b)	Maximum length over side buffer for bogie vehicles 3250 mm wide.	22300	24310
6.	22	Maximum distance apart between any two adjacent axles.	11890	12345

(S.M.SINGLA)
Executive Director Civil Engineering (G),
Railway Board.

P.t.o.

No.92/CEDO/SR/1 New Delhi, dated 31 -01-1992.

Copy forwarded for information to the Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endoreement No. RS.18-T(2)/90 dated 3.1.1992.

(S.M. SINGLA)
for Secretary, Railway Board.

(30)

No.91/CEDO/Axle/1. 04 -02-1992.

The General Manager(Engg),
North Eastern Railway,
Gorakhpur.

Sub: Axle load diagrams.

Ref: Your letter No.W/340/0/AL/A/Pt.II/
4-A dated 18/22.3.91.

****

The required information and the drawings on the above noted subject in response to this office letter of even number dated 13.3.91 and reminder dated 30.7.91 are still awaited from your railway. It is therefore requested that the despatch of the same may please be expedited.

(D.N. MACHIWAL)
for Exe. Director Civil Engineering(G),
Railway Board.

सं॰हिंदी-78/रेप रस्त 2/5 14/1/1992॰

विषय:-"रूल्स फार ओपनिंग आफ स रेलवे" पुस्तक का अनुवाद एवं द्विभाषी प्रकाशन॰

उपर्युक्त पुस्तक के हिन्दी अनुवाद एवं द्विभाषी प्रकाशन के बारे में पूछे जाने पर सी ई डी और अनुभाग द्वारा पिछले लगभग डेढ़ वर्ष से यह सूचित किया जा रहा है कि उक्त पुस्तक मुख्य सुरक्षा आयुक्त, रेलवे संरक्षा के पास संशोधनाधीन है ।

अत: अनुरोध है कि उक्त पुस्तक के संशोधन की अद्यतन स्थिति के बारे में हिन्दी(विशेष)। को सूचित करने का अनुग्रह करें ताकि संसदीय राजभाषा समिति को वस्तुस्थिति से अवगत कराया जा सके । इस संदर्भ में उल्लेखनीय है कि इस पुस्तक को द्विभाषी रूप में मुद्रित करवाने के लिए संसदीय राजभाषा समिति ने 31॰12॰91 लक्ष्य निर्धारित किया था ।

(संतोष कुमार सचदेव)
उप निदेशक, राजभाषा/रेलवे बोर्ड॰

निदेशक राजभाषा

13/1/92

ई डी सी ई(जी): समस्त्रिगाल्ना 14/1

सी. ई. डी. ओ. श्री जी.(भवगा)

मुख्य रेलवे सुरक्षा आयुक्त लखनऊ द्वारा उपर्युक्त पुस्तक की संशोधित सामग्री अभीतक प्राप्त नहीं हुई है और न ही मुख्य आयुक्त ने निश्चित तारीख का उल्लेख किया है। संशोधित सामग्री प्राप्त होने के पश्चात हिन्दी अनुवाद के लिए तुरन्त भेज दी जाएगी।

ई. डी सी ई (जी)
उप निदेशक, राजभाषा

(32)

अति तत्काल

संख्या हिंदी-89/विशेष-1/7/3 दिनांक 7-2-92

विषय :- बोर्ड कार्यालय की नियम पुस्तकों/मैनुअलों आदि का संशोधन/अनुवाद एवं मुद्रण.

-x-

दिनांक 6.2.92 को आयोजित की जाने वाली बैठक में अध्यक्ष, रेलवे बोर्ड को, बोर्ड कार्यालय की नियम पुस्तकों/मैनुअलों आदि के संशोधन/अनुवाद एवं मुद्रण की अद्यतन स्थिति से अवगत कराया जाना है.

अनुरोध है कि अपने विदेशालय से संबंधित संशोधनों/अनुवादों/मुद्रणाधीन नियम पुस्तक/मैनुअल । रूल्स फार ओपनिंग आफ ए रेलवे । के संबंध में अद्यतन स्थिति से तत्काल अवगत कराएं ताकि समेकित समीक्षा अध्यक्ष/रेलवे बोर्ड के समक्ष प्रस्तुत की जा सके.

दिनांक 31/1/92
(छोटे लाल सिंह)
हिंदी अधिकारी,
रेलवे बोर्ड.

[अपर निदेशक, सी इलै (ए)
सिविल इंजीनियरी निदेशालय.]

6/2

सी इ सी को

कानपुर को 134

Rules for opening of a Railway is still under revision with Chief Commissioner of Railway Safety Lucknow.

EDCE(G)
EDCE(Adl)
Hindi Officer.

(32)

अति तत्काल

संख्या हिंदी-89/विशेष-1/7/3 दिनांक 4-2-92

विषय :- बोर्ड कार्यालय की नियम पुस्तकों/मैनुअलों आदि का संशोधन/अनुवाद एवं मुद्रण.

-x-

दिनांक 6.2.92 को आयोजित की जाने वाली बैठक में अध्यक्ष, रेलवे बोर्ड को, बोर्ड कार्यालय की नियम पुस्तकों/मैनुअलों आदि के संशोधन/अनुवाद एवं मुद्रण की अद्यतन स्थिति से अवगत कराया जाना है.

अनुरोध है कि अपने निदेशालय से संबंधित संशोधनाधीन/अनुवादाधीन/मुद्रणाधीन नियम पुस्तक/मैनुअल । उत्तरीय रेलवे मैनुअल ऑफ सिग्नलिंग (एक भी) । के संबंध में अद्यतन स्थिति से तत्काल अवगत कराएं ताकि समेकित समीक्षा अध्यक्ष/रेलवे बोर्ड के समक्ष प्रस्तुत की जा सके.

3/2/92
(छोटे लाल सिंह)
हिंदी अधिकारी,
रेलवे बोर्ड.

संयुक्त निदेशक, ~~सिग्नल निर्देशालय~~ सि ॲर्ग (सं).
~~सिग्नलिंग इंजीनियरी~~.....निदेशालय.

A Committee of 10 Joint Directors of RDSO has been formed to go into the revision of MG Schedule of Dimensions. The revision is still in progress and not yet finalised.

4/2/92

EDCE(G)
EDCE(B&S)
Hindi Officer.

भारत सरकार

रेल मंत्रालय

(रेलवे बोर्ड)

GOVERNMENT OF INDIA

MINISTRY OF RAILWAYS

(Railway Board)

(34)

No. 92/CEDO/SD/1.

रेल भवन, नई दिल्ली-110001, दिनांक 19

Rail Bhavan New Delhi-110001, dated 11-2-1992.

The Chief Project Manager,
Railway Electrification,
Vadodara - 390 004.

Sub:- Railway Electrification of Nagda-Bhopal Section - Group - 64 - Condonation of horizontal setting distance of OHE Mast at Km:97 in Maksi-Pirumard Section on Ratlam Division of Western Railway.

With reference to your office letter No.NBRE/EL-D/1-0 dated 28-8-91 sent through the Chief Commissioner of Railway Safety Lucknow and letter dated 30-1-92, the sanction of Ministry of Railways is hereby communicated for condonation of temporary infringement to item 13(ii)(b&C) Chapter-I of B.G.Schedule of Dimensions (1973) involved in implantation of four OHE Structures with longer masts and raised foundations at Km:97 on Maksi-Pirumard section as shown in drawing and Annexure - 'B' accompanying your application referred to above. It is noted that the infringement will vanish after the track is raised.

The sanction is purely temporary and is valid for a period of 12 months from the date of issue of this letter or till completion of the work of raising the track whichever is earlier.

(S.M.SINGLA)
Executive Director Civil Engineering (G),
Railway Board.

No.92/CEDO/SD/1. New Delhi, Dated 11-2-92.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226001, with reference to his Endoresement No.RS.18-T(6)/90 dated 3rd January,1992.

2) The Commissioner of Railway Safety, Western Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay - 400 020, with reference to his letter No.221/208 dated 10-9-91.

(S.M.SINGLA)
for Secretary Railway Board.

(35)

No. 92/CEDO/SD/1. 11-2-1992.

The Chief Project Manager,
Railway Electrification,
Vadodara - 390 004.

Sub:- Railway Electrification of Nagda-Bhopal Section - Group - 64 - Condonation of horizontal setting distance of OHE Mast at Km:97 in Maksi-Pirumrod Section on Ratlam Division of Western Railway.

With reference to your office letter No.NBRE/EL-D/1-0 dated 28-8-91 sent through the Chief Commissioner of Railway Safety Lucknow and letter dated 30-1-92, the sanction of Ministry of Railways is hereby communicated for condonation of temporary infringement to item 13(ii)(b&C) Chapter-I of B.G.Schedule of Dimensions (1973) involved in implantation of four OHE Structures with longer masts and raised foundations at Km:97 on Maksi-Pirumrod section as shown in drawing and Annexure - 'B' accompanying your application referred to above. It is noted that the infringement will vanish after the track is raised.

The sanction is purely temporary and is valid for a period of 12 months from the date of issue of this letter or till completion of the work of raising the track whichever is earlier.

10/2/92

(S.M.SINGLA)
Executive Director Civil Engineering (G),
Railway Board.

No.92/CEDO/SD/1. New Delhi, Dated 11-2-92.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226001, with reference to his Endorsement No.RS.18-T(6)/90 dated 3rd January,1992.

2) The Commissioner of Railway Safety, Western Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay - 400 020, with reference to his letter No.221/208 dated 10-9-91.

10/2

(S.M.SINGLA)
for Secretary Railway Board.

(36)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड Railway Board)

92/CEDO/SM/1. रेल भवन, नई दिल्ली-110001, तिथि 11 -02-1992 19
Rail Bhavan, New Delhi-110001, dated

The General Managers(Engg.),
All Indian Railways.

Sub: System Maps.

Ref: i) This office letter No.82/WDO/SM/1 dated 12.4.82.

ii)This office letter No.83/WDO/SM/1 dated 13.5.83.

iii) This office letter No.83/WDO/SM/1 dated 14.6.83.

iv) This office letter No.85/WDO/SM/1 dated 7.5.85.

****

In supersession of all earlier instructions in connection with preparation of System Maps of your railway system (BG,MG and NG) circulated under this office letters quoted above, the Board have decided that the System Maps on all Zonal railways should be prepared to the same standard, as per guide lines given below:-

1. The size of the map should be 75 cms x 60 cms.
2. The system maps should be prepared to the scale 1 cm= 15.00 Kms.
3. Legend to be used on the system maps should be as per specimen enclosed.
4. State boundaries should be shown on the map as indicated in the specimen Legend and shaded in different colours prominently. The map should also show the divisional jurisdiction by way of colouring the railway lines in different colours.
5. The statistical information pertaining to 'Route Kilometres' and 'Running Track Kilometres' should be tabulated as per format enclosed on the right hand side of the map in a table of about 15 cms x 60 cms.
6. It may be ensured that the information in respect of 'Route Kilometres' and 'Running Track Kilometres' to be shown on the system map tallies with the Kilometrage Statement No.8 being furnished by your railway to the Secretary (Statistics), Railway Board for printing in Indian Railways Annual Books of Statistical Statements and Proforma 'D' in Final Works Programme Vol.III - Track Renewal.

Contd..2/-

(37)

7. Works-in-progress pertaining to New lines, Doublings and Conversions should also be shown on the system map as per the legend.

8. System Maps should be updated every year as on 31st March and 20 copies submitted by 31st July every year for use in the Board's Office. Fifteen copies of the Public Time Table maps of your railway (Ten plain and five showing divisional jurisdiction and State boundaries in different colours) correct as on 31st March may also be sent alongwith the system maps.

9. The railways should submit only the printed maps.

10. System Maps submitted to Board should be signed by one S.A. Grade Officer of the Works Branch only and need not bear any other signatures.

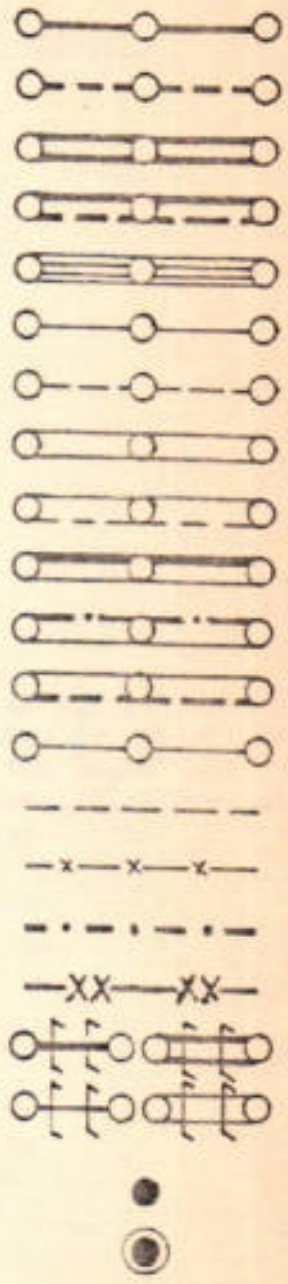
The receipt of this letter may please be acknowledged.

DA: As above.

(S.M. SINGLA)
Executive Director Civil Engineering (G),
Railway Board.

LEGEND

- BROAD GAUGE SINGLE LINE.
- BROAD GAUGE NEW LINE UNDER CONSTRUCTION.
- BROAD GAUGE DOUBLE LINE.
- BROAD GAUGE DOUBLING UNDER CONSTRUCTION.
- BROAD GAUGE MULTIPLE LINE.
- METRE GAUGE SINGLE LINE.
- METRE GAUGE SINGLE LINE UNDER CONSTRUCTION.
- METRE GAUGE DOUBLE LINE.
- METRE GAUGE DOUBLING UNDER CONSTRUCTION.
- BROAD GAUGE - METRE GAUGE MIXED LINE.
- BROAD GAUGE METRE GAUGE PARALLEL LINE
- UNDER CONVERSION METRE GAUGE TO BROAD GAUGE.
- NARROW GAUGE SINGLE LINE.
- DISTRICT BOUNDARY.
- STATE BOUNDARY.
- INTERNATIONAL BOUNDARY.
- OTHER RAILWAY.
- ELECTRIFIED LINE. SINGLE. DOUBLE B.G.
- ELECTRIFIED LINE SINGLE DOUBLE M.G.
- DIVISIONAL HEAD QUARTER
- RAILWAY HEAD QUARTER



SAMPLE PROFORMA

ROUTE KILOMETRES

GROUP	B.G. 1·676 m	M.G. 1·00 m	N.G.		TOTAL
			0·762 m	0·610 m	
GROUP - A GROUP - B GROUP - C GROUP - D GROUP - E					
TOTAL					

TRACK KILOMETRES

GROUP	B.G. 1·676 m	M.G. 1·00 m	N.G.		TOTAL
			0·762 m	0·610 m	
GROUP - A GROUP - B GROUP - C GROUP - D GROUP - E					
TOTAL					

STATE WISE ROUTE KMS / TRACK KMS

STATES	COLOUR SHOWING JURISDICTION	B.G. 1·676 m	M.G. 1·00 m	N.G.		TOTAL
				0·762 m	0·610 m	
TOTAL						

DIVISION WISE ROUTE KMS / TRACK KMS

DIVISION	COLOUR SHOWING JURISDICTION	B.G. 1·676 m	M.G. 1·00 m	N.G.		TOTAL
				0·762 m	0·610 m	
TOTAL						

SECTIONS GROUP WISE

B.G.	SECTIONS	ROUTE KMS
GROUP - A GROUP - B GROUP - C GROUP - D GROUP - E		

M.G.	SECTIONS	ROUTE KMS
Q ROUTE R_1 ROUTE R_2 ROUTE R_3 ROUTE S_1 ROUTE S_2 ROUTE S_3 ROUTE		

(41)

No. 89/CEDO/ORI/8. /3 Feb.92.

The Director,
Map Publication,
Survey of India,
Hathibarkala,
Dehra Dun.

Sub:- Guna-Shivpuri Section - Opening of new line between Kolaras and Shivpuri stations of Bhopal Division of Central Railway.

A copy each of the Index Plan and Section of the above line is sent herewith for information and your office record. The said line was opened for passenger traffic on 8-2-91.

(S.M.SINGLA)
for Secretary Railway Board.

Encl:- 2 Plans bearing No.
Ps/C/167 & Ps/C/167/1.

No.89/CEDO/ORI/8. New Delhi, Dated /3 Feb.92.

Copy forwarded for information & necessary action to:-

Statistical Drawing Branch, Room No.156, Rail Bhawan, New Delhi alongwith a copy of the Index Plan and Section of the above section.

(S.M.SINGLA)
Executive Director Civil Engineering (C),
Railway Board.

(42)

No.91/CEDO/SM/1. 14.02.1992.

The General Manager(Engg),
North Eastern Railway,
Gorakhpur.

Attention : Shri R.K. Goyal Chief General Engineer.

Sub: System Maps.

Ref: Your office letter No.W/523/S.MAP/7 dated 5.8.1991.

****

Twenty copies of System Map of your Railway correct as on 31.3.1991 were required to reach this office by 31.7.1991 in terms of this office letter of even number dated 21.3.1991, but the same have not so far been received inspite of reminders dated 16.7.1991 and 26.11.1991.

Since the System Maps of North Eastern Railway are immediately required for reference and use in this office, it is requested that the same may please be sent without any further delay at your end.

(D.N. MACHIWAL)
for Executive Director Civil Engineering(G),
Railway Board.

(43)

IMMEDIATE

No.88/CHDO/CRS/IR/3. 18-2-92.

The General Manager (Engg.),
South Eastern Railway,
Engineering Branch,
Garen Reach,
Calcutta-43.

Sub:- CRS's Inspection Report on South Eastern Railway BSP Division for the year ending 31st March,1988 Part-I.

Ref:- Your office letter No.TC/INSP/CRS/BSPPt.I/88/ 4367 dated 10-12-1990.

Reference may be made to this office letter of even number dated 14-1-91 (Copy enclosed for ready reference) followed by three reminders of even number dated 5-4-91, 30/31-5-91 and 23/24-7-91 and expedite the reply.

DA:-One.

(D.N.Machiwal)
for Executive Director Land Management,
Railway Board.

(44)

No.89/CEDO/SR/8. 19-2-1992.

The Chief Engineer (Construction-II),
South Eastern Railway,
Visakhapatnam - 530 004.

Sub:- Condonation for retention of 1 in 150 gradient in yard limits between Kottapalem and Gopalapatnam Cabins (New Gopalapatnam yard Cabins).

Ref:- Your application No.CAO/C/VSKP/D/GPT-KAPM/660 dated 22-11-1991.

Before your proposal for condonation of grade infringements is agreed to, it is necessary that railway should commit the date by which block clearance by axle counters shall be provided. It is also observed that panel interlocking plan No.P.I.VSKP/04 of Gopalapatnam shows a separate building for last vehicle check which is not desirable. This equipment should be located within RRI building only.

Ministry of Railways therefore desire that a confirmed date by which block clearance by axle counters shall be provided may be advised and your comments on the use of a separate building for last vehicle check may also be furnished immediately.

(S.M.SINGLA)
Executive Director Civil Engineering (G),
Railway Board.

(45)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड Railway Board)

No.92/CEDO/SR/2. रेल भवन, नई दिल्ली-110001, तिथि 19-02-1992.
Rail Bhavan, New Delhi-110001, dated 19

The General Manager(W),
Central Railway
Victoria Terminus
Bombay - 400 001

Sub: Running/working of "Plasser (India)'s Ballast Cleaning Machine RM-76-UHR on various BG Sections of Central Railway upto a maximum speed of 40 Kmph, when running on its own power and at 30 Kmph when running in train formation as a dead vehicle.

****

With reference to your application No.W.681/Y-61/BR dated 11.12.91 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of Plasser (India)'s Ballast Cleaning Machine RM-76-UHR as per RDSO's Diagram No.RDO/T-2169 having a maximum axle load of 19.0t on the 20 BG Sections of your railway indicated in the Joint Safety Certificate at a maximum provisional speed of 40 Kmph when running on its own power and 30 Kmph when running in train formation as a dead vehicle.

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance to all other conditions/stipulations made in your application, Joint Safety Certificate No.M.16/91 BG and all other certificates accompanying your application referred to above.

The Ministry of Railways also condone the infringements to item No.2(ii), 17, 19(b), 20(b), 21(b) and 22 of Chapter IV A of BG Schedule of Dimensions (1973) involved in the design of the above machine as detailed in Form-AI accompanying your application referred to above.

(S.M. SINGLA)
Executive Director Civil Engineering (G),
Railway Board.
New Delhi, dated 19-02-1992.

No.92/CEDO/SR/2.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his Endorsement No.RS.17-T(2)/90 dated 20.1.92.
2. The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Bldg. Annexure, Maharshi Karve Road, Bombay - 20 with reference to his letter No.C-11(100)/88-890 dated 12.12.91.
3. The Director Standards(Track), RDSO, Lucknow-226 011.

(S.M. SINGLA)
for Secretary, Railway Board.

(46)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड Railway Board)

No.92/CEDO/SR/2. रेल भवन, नई दिल्ली-110001, तिथि 19-02-1992
Rail Bhavan, New Delhi-110001, dated 19

The General Manager(Engg),
Northern Railway,
Baroda House, New Delhi.

Sub: Running of Ballast Cleaning Machine RM-76-UHR on Northern Railway.

****

In view of the position explained in your application No. 519-W/612 dated 6.12.91 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for running of Plasser (India)'s Ballast Cleaning Machine RM-76-UHR as per RDSO's Diagram No.RDO/T-2169 having a maximum axle load of 19.0t on the 56 BG sections of your railway at a maximum provisional speed shown against each section when running on its own power and when running in train formation as a dead vehicle as shown in the application.

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No. SUC/BG/58/91 and all other certificates accompanying your application referred to above.

The Ministry of Railways also condone the infringements to item No.2(ii), 17, 19(b), 20(b), 21(b) and 22 of Chapter IV A of BG Schedule of Dimensions (1973) involved in the design of above machine as detailed in Form-XI accompanying your application referred to above.

(S.M. SINGLA)
Executive Director Civil Engineering (G),
Railway Board.

No.92/CEDO/SR/2. New Delhi, dated 19-02-1992.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his Endorsement No.RS.17-T(2)/90 dated 20.1.92.
2. The Commissioner of Railway Safety, Northern Circle, Delhi Safdarjang Railway Station, Near CRIS Chanakyapuri, N.Delhi - 21 with reference to his letter No.1339/RM-76-UHR Ballast Cleaning Machine/31 dated 26.12.91.
3. The Director Standards(Track), R.D.S.O., Lucknow - 226 011.

(S.M. SINGLA)
for Secretary, Railway Board.

(47)

No.88/CEDO/CRS/IR/6. 20-2-92.

The General Manager,(Engg).,
South Eastern Railway,
Engineering Branch,
Garden Reach,
Calcutta - 43.

Sub:- CRS's Inspection Report on Chakradharpur Division for the year ending 31st March,1988 Part-II.

Ref:- Your office letter No.TC/INSP/CRS/CKP/Pt.II/88/2725 dated 17-7-91.

Reference may be made to this office letter of even number dated 19-8-91 (Copy enclosed for ready reference) and expedite the reply.

(D.N.Machiwal)
for Executive Director Civil Engineering (G),
Railway Board.

DA:-One.

(48)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड Railway Board)

No. 91/CEDO/SD/10.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 21st February, 92. 19

The General Manager (Construction-I),
Northeast Frontier Railway,
Maligaon,
Guwahati - 781 011.

Sub:- Condonation of grades in Amguri-Tuli Railway Project.

Ref:- Your letter No.W/247/CON/A-T dated 11-2-92.

Instructions issued vide this office letter No. 88/CEDO/SD/8 dated 6-9-1989 are applicable to B.G.yards only. Your above quoted application is therefore not required and no condonation is necessary.

(S.M.SINGLA)
Executive Director Civil Engineering (G),
Railway Board.

(49)

No.90/CEDO/ORI/5. 24/2/92

The Chief Administrative Officer/SC,
South Central Railway,
Headquarters Office,
Works (Construction)Branch,
Secunderabad - 500371 (A.P.)

Sub:- Opening of newly converted Broad Gauge line between Guntur and Macherla in South Central Railway prior to the line opened for the public carriage of passengers.

Ref:- Your office letter No.W.Con.347/B/67/Vol.II dated 19-8-91.

Please refer to this office letter of even number dated 15-10-91 (Copy enclosed for ready reference) and expedite the reply.

(D.N.Machiwal)
for Executive Director Civil Engineering (B&B),
Railway Board.

DA/One.

(50)

No.90/CEDO/ORI/5. New Delhi, Dated 15/10/91

The Chief Administrative Officer/SC,
South Central Railway,
Headquarters Office,
Works (Construction) Branch,
Secunderabad - 500371 (A.P.)

Sub:- Opening of newly converted Broad Gauge line between Guntur and Macherla in South Central Railway prior to the line opened for the public carriage of passengers.

Ref:- Your office letter No.W.Con.347/B/67/Vol.II dated 19-8-91.

Reference may be made to para 2 of your above quoted letter. The compliance report on paras 10.3.1, 10.3.2 and 10.3.5 of CRS's Inspection Report may be expedited.

Sd/-
(D.N.Machiwal)
for Executive Director Civil Engineering(B&S),
Railway Board.

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड Railway Board)

(51)

No. 92/CEDO/SD/4.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 26-2-1992.19

The Chief Engineer (Construction),
Central Railway,
New Administrative Office Building,
Dadabhai Naoroji Road,
Bombay - 400 001.

Sub:- Bombay V.T. - Suburban Yard Remodelling to provide Double Discharge facilities for 9 Car rakes -Dispensation of infringement to B.G.Schedule of Dimensions.

With reference to your application No.EW/861/W.38N/VI dated 25-6-91 and No.EW/861/W-38/A/VIII dated 12-12-91 sent through Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements to item 13(ii)(d) Chapter-I of B.G.Schedule concerning the clearance of 2.85 metres on either side of Signal Structure No.S-47 in between UP Sub. and DN.Sub. in Bombay V.T.yard as shown in Form-XI accompanying your application dated 25-6-91. It is noted that a speed restriction of 25 Kmph already exists in the yard.

Similar sanction for condonation of infringements to item 13(i) Chapter-I of B.G.Schedule of Dimensions (1973) concerning the track centres as shown against S.No.1 to 10 of Form-XI, to item 13(ii)(d) Chapter-I concerning the clearance of Signal gantry No.1 and OHE Structure No. TW-HT/15+70 (modified) from centre line of track as shown against S.No.11 and 12 respectively of Form-XI and item 8 Chapter-II concerning the clearance from centre of Platform line No.3 and 4 to Column of cover over Platform on Island Platform between line No.3 and 4 as shown against S.No.13 of Form-XI and infringement Drawing No.GM(E)BB/SK-1479/A accompanying your application dated 12-12-91 referred to above. The sanction is subject to the observance of a speed restriction of 15 Kmph at infringing locations.

The sanction for condonation of infringement to OHE Structure No. TW-HT/15+70 (modified) is valid only after approval of Central Railway modification Plan No.GM(E)BB-54407 by RDSO.

(S.M.SINGLA)
Executive Director Civil Engineering (G),
Railway Board.

Contd ---- 2/

(52)

No.92/CEDO/SD/4. New Delhi, dated 26-02-1992.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 011 with reference to his Endorsement No.RS.18-T(3)/90 dated 24.1.1992.

2. The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Bldg Annexe, Maharshi Karve Road, Bombay - 400 020, with reference to his letter No.893 dated 13.12.1991.

3. The Chief Administrative Officer (Constn), Central Railway, New Administrative Office Bldg, Dadabhai Naoroji Road, 6th Floor, Bombay VT - 400 001 with reference to his letter No.EW/861/W/38/A/VIII dated 19.1.1992.

4. The Director General(T.I), RDSO, Lucknow - 226 011.

(S.M. SINGLA)
for Secretary, Railway Board.

(53)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड Railway Board)

No.91/CEDO/SR/10. रेल भवन, नई दिल्ली-110001, तिथि 21-02-1992.
Rail Bhavan, New Delhi-110001, dated 19

The Director General(Track),
RDSO, Lucknow - 226 011.

Sub: Condonation of infringements involved in the movement of SAN diesel electric slewing type rail crane Model EDK-300/2.

****

With reference to your application No.CT/DG/LW/CRANES dated 24.7.91 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the following infringements of maximum moving dimensions of 1929 involved in the design of SAN diesel electric slewing type BG rail crane Model EDK-300/2 under manufacture with M/s. SAN Engineering and Locomotive Co. Ltd. Bangalore to their drawing No.10400 for supply of one crane each to M/s. TISCO, Jamshedpur and M/s. SAIL, Durgapur respectively. The infringements are based on the Annexure and Company's infringement drawing No.SNSK-2212 accompanying your application referred to above.

S. No.	Item of Schedule of Dimensions	Description	Dimension as per BG Schedule in mm (Ref:SNSK-2212)	Actual Dimension in mm (Ref:SNSK-2212)	Infringement in mm
1.	Profile for max.moving dimensions of 1929as shown in Diagram No. 1A and others, for Goods stock	A. Max.height above rail level at sides:			
		i) Max.height at a distance of 1250mm from centre line	3638	3638	Nil
		ii) Max.height at a distance of 930mm from centre line	3760	4025	265
		iii) Max.height at a distance of 400mm from centre line	3963	4264	301
		iv) Max.height at a distance of 305mm from centre line	3999/ 4115	4264	265/ 149
		B. Max.height above rail level at centre.	4115	4264	149

Contd..2/-

(54)

It is noted that the moving dimensions of the diesel electric slewing type BG rail crane are within 'X' class locomotive dimensions and the condonation is required for the limited purpose of single movement of the cranes without jib and match truck at a restricted speed of 40 Kmph maximum on the undernoted routes:

i) Bangalore Satellite Loading Terminus to Tatanagar via Bangarupet, Jollarpettai, Katpadi, Malpakam Bye Pass, Renigunta, Gudur, Bezewada, Gopalapatnam, Cuttack, Kharagpur Jn.

ii) Bangalore Satellite Loading Terminus to Durgapur via Bangarupet, Jollarpettai, Katpadi, Malpakam Bye Pass, Renigunta, Gudur, Bezewada, Gopalapatnam, Cuttack, Kharagpur Jn.

(S.M. SINGLA)
Executive Director Civil Engineering(G),
Railway Board.

No.91/CKDO/SR/10. New Delhi, dated 24-02-1992.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.RS.18-T(2)/90 dated 7.2.1992.

2. Shri K.G. Balliappa, SAN Engineering & Locomotive Co. Ltd., Post Box No.4802, Whitefield Road Bangalore - 560 048 with reference to his D.O. letter No.Nil dated 1.6.91 to Shri Y.P. Anand, Member Engineering, Railway Board in continuation of this office letter of even number dated 17.6.1991.

(S.M. SINGLA)
for Secretary, Railway Board.

(55)

Spare

No.92/CEDO/SR/1. 28.02.1992.

The Director General(Track),
RDSO, Lucknow - 226 011.

Sub: Design of 23350mm long BG Coach with 3250mm width - Condonation of infringements.

Ref: Your letter No.CT/LC/BG dated 13.2.1992.

******

Please refer to para-I of this office letter of even number dated 31.1.1992 on the above noted subject. "RDSO Sketch No.911071 Alt.Nil" appearing in line 5 is a typographical error which may be corrected to read as "RDSO Sketch No.91107 Alt.Nil".

Similarly, the wording "Maximum distance apart of bogie vehicles 3250mm wide" appearing under the description column against S.No.2 is also a typographical error which may be corrected to read as "Maximum distance apart of bogie centres for bogie vehicles 3250mm wide".

The receipt of this letter may be acknowledged.

(D.N. MACHIWAL)
for Executive Director Civil Engineering (G),
Railway Board.

No.92/CEDO/SR/1, New Delhi, dated 28.02.1992.

Copy forwarded for information and necessary action to the Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.RS.18-T(2)/90 dated 3.1.1992.

(D.N. MACHIWAL)
for Executive Director Civil Engineering (G),
Railway Board.

(56)

No.91/CEDO/SD/14. 4th March,1992.

The Chief Engineer (Construction)/South,
South Central Railway,
Works (Construction) Branch,
Secunderabad - 500 371 (A.P.)

Sub:- Wadi-Raichur Section - Doubling of track between Wadi-Thangundi and Chegunta-Krishna Wadi Junction Proposed Yard arrangements - request for condonation for the infringing gradient of 1 in 161 from KM:605/5-6 to KM:605/11-12 in the yard.

Ref:- Your letter No.W.Con.182/G/154/Vol.VIII dated 31-1-1992.

While going through Drawing No.CAO/C/SK/TR/9-91, the following discrepencies have been noticed:-

1) Infringing grade 1 in 161 and 1 in 300 have been shown in chainage. This may be shown in Kms. also.

2) The rail levels of proposed UP Main line and proposed DN Main line have not been shown at other than Bridge locations.

3) It is not clear as to why the gradient of 1 in 161 starting from CH:863.30 has been continued upto CH:1200.00 and not stopped at CH:1023.60.

4) The 1 in 300 gradient ranges from CH:1200.00 to CH:1950.00. It is not clear as to why this gradient could not range upto 606.2 Kms. only.

5) It is observed that yard remodelling is being done as per approved Plan No.CAO/C/SK/TR/9-91. It may therefore be advised as to why the condonation of grade infringement was not sought for at the time of approval of the Plan. To seek condonation of infringements after completion of the work is not in order.

6) As per item 2(b) Chapter-II of B.G.Schedule of Dimensions, no Station yard should be constructed nor should any siding join a passenger line on a steeper grade than 1 in 260, except where it is unavoidable and then only with the previous sanction of the Railway Board obtained through the Commissioner of Railway Safety when a Slip Siding or other arrangement is made sufficient to prevent accidents.

Contd --- 2/-

(57)

Ministry of Railways therefore desire that the above discrepencies may please be clarified early. The action taken by your railway to prevent accidents may please be advised and necessary corrections proposed to be issued to Station Working instructions before bringing the line into commission explained fully to enable this office to process the case further for condonation of 1 in 161 grade infringement in Wadi yard.

(S.M.SINGLA)
Executive Director Civil Engineering (G),
Railway Board.

(58)

No.91/CEDO/SD/14.

4 -3-1992.

The Chief Engineer (Construction)/South,
South Central Railway,
Works (Construction) Branch,
Secunderabad - 500 371. (A.P.)

Sub:- Wadi-Raichur Section - Doubling of track between Wadi-Thangundi and Chegunta-Krishna Wadi Junction Proposed yard arrangements - request for condonation for the infringing gradient of 1 in 161 from KM:605/5-6 to KM:605/11-12 in the yard.

Ref:- Your letter No.W.Con.182/G/154/Vol.VIII dated 31/1/92.

While going through Drawing No.CAO/C/SK/TR/9-91, the following discrepencies have been noticed:-

1. Infringing grade 1 in 161 and 1 in 300 have been shown in Chainage. This may be shown in Kms.also.
2. The rail levels of proposed UP main line and proposed DN main line have not been shown at other than bridge locations.
3. It is not clear as to why the gradient of 1 in 161 starting from CH:863.30 has been continued upto CH:1200.00 and not stopped at CH:1023.60.
4. The 1 in 300 gradient ranges from CH:1200.00 to CH:1950.00. It is not clear as to why this gradient could not range upto 606.2 Kms. only.
5. It is observed that yard remodelling is being done as per approved Plan No.CAO/C/SK/TR/9-91. It may therefore be advised as to why the condonation of grade infringement was not sought for at the time of approval of the plan. To seek condonation of infringements after completion of the work is not in order.
6. As per item 2(b) Chapter-II of B.G.Schedule of Dimensions, no Station yard should be constructed nor should any siding join a passenger line on a steeper grade than 1 in 260, except where it is unavoidable and then only with the previous sanction of the Railway Board obtained through the Commissioner of Railway Safety when a Slip Siding or other arrangement is made sufficient to prevent accidents.

Ministry of Railways therefore desire that the above discrepencies may please be clarified early. The action taken by your railway to prevent accidents may please be advised and necessary corrections proposed to be issued to Station Working instructions before bringing the line into commission explained fully to enable this office to process the case further for condonation of 1 in 161 grade infringement in Wadi yard.

Sd/-
(S.M. Singla)
Executive Director (Civil Engg (C)),
Railway Board.

(59)

S.M. SINGLA
EXECUTIVE DIRECTOR CIVIL ENGINEERING(G)

D.O. No. 89/CEDO/SR/4. New Delhi, dated 04-03-1992.

My dear SUDHIR CHANDRA,

Sub: Running of 140t diesel hydraulic break down crane supplied by M/s Jessop & Co. Calcutta.

*****

Kindly refer to your telephonic convereation regarding restriction of permitting 140t B.G. diesel hydraulic break down crane to run on bridges under its own power with or without load. In this connection please find herewith a photocopy of Director Standards (B&S) RDSO's D.O. letter No. CBS/Crane/125t-130t/BG dated 25-7-1989 which is self explanatory.

With best wishes,

Yours sincerely,

(S.M. SINGLA)

Shri SUDHIR CHANDRA,
Chief Track Engineer,
Western Railway,
Churchgate,
Bombay - 400 020

(S) (60)

No. 91/CEDO/SR/13. 04 March, 1992.

The General Manager(W),
Northeast Frontier Railway,
Maligaon,
Guwahati - 781 011.

Sub:- Movement of 2438 mm (8'-0") wide x 2591 mm (8'-6" high ISO Container loaded on MG flat wagon (MBR) on Guwahati-Dibrugarh Section.

Ref:- Your letter No.W/341/0/4/ISO/W-7 dated 22-11-91. S.No 3

It is noticed from the photocopy of your application dated 16-5-91 and its enclosures sent to this office under your above quoted letter that you have not enclosed the necessary Form-XI, Joint Safety Certificate, Track Certificate, Bridge Certificate and RDSO's Speed Certificate with the application sent to Commissioner of Railway Safety, North Eastern Circle, Gorakhpur. In the absence of these documents it will not be possible for this office to consider your application for issue of sanction for running of ISO Container loaded on MG flat wagon (MBR) on Guwahati-Dibrugarh Section. The Speed Certificate has not so far been issued by RDSO.

S.No 3/1

Ministry of Railways therefore desire that you may move a fresh application to Commissioner of Railway Safety, Northeast Frontier Circle, Calcutta in supersession of your previous application dated 16-5-91 only after the Speed Certificate for running of ISO Container loaded on flat wagon type (MBR) is issued by RDSO. The application should be based on the drawing to be indicated by RDSO in their Speed Certificate and should also indicate the speed at which it is proposed to run the ISO Container loaded on MG flat wagon (MBR) on Guwahati-Dibrugarh Section. It may also be ensured that all the above certificates, Drawing and Form-XI for condonation of infringements are invariably enclosed with the application.

(S.M.SINGLA)
Executive Director Civil Engineering (G),
Railway Board.

PTO

(61)

No.91/CEDO/SR/13. New Delhi, Dated 04 March,92.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Northeast Frontier Circle, 14, Strand Road, 12th Floor, Calcutta - 700 001 for information. As stated by General Manager, Northeast Frontier Railway in his letter No.W/341/0/4/ISO/W-7 dated 22-11-91 the application of Northeast Frontier Railway dated 16-5-91 for movement of 2591 mm (8'-6") high x 2438 mm (8'-0") wide ISO Containers loaded on MG flat wagon (MBR) is lying with Commissioner of Railway Safety, North Eastern Circle, Gorakhpur.

2) The Commissioner of Railway Safety, North Eastern Circle, Gorakhpur-273 012. As stated by General Manager, Northeast Frontier Railway in his letter No.W/341/0/4/ISO/W-7 dated 22-11-91, the application of Northeast Frontier Railway for movement of 2592 mm (8'-6") high x 2438 mm (8'-0") wide ISO Containers loaded on MG flat wagon (MBR) is lying in his office for want of Speed Certificate from RDSO.

(S.M.SINGLA)
for Secretary Railway Board.

c/c

(62)

No.91/CEDO/SD/10. 6th March,92.

The Chief Engineer (Construction),
South Eastern Railway,
Cuttack.

Sub:- Provision of 1 in 1000 gradient in Dhenkanal Station yard situated at KM:443.64 from Howrah on Nergundi-Talcher branch line of South Eastern Railway in Khurda Road Division.

Ref:- Your application No.CE/C/CTC/PWP/1990-91/00650 dated 17-2-92.

In view of the position explained in your above quoted application, administrative approval of Ministry of Railways is hereby communicated for adoption of gradient of 1 in 1000 as against 1 in 1200 gradient decided by Ministry of Railways interms of their letter No.88/CEDO/SD/8 dated 6-9-89 involved in remodelling of Dhenkanal Station yard in connection with doubling of Joranda Road-Hindol Road Section on Nergundi-Talcher branch line in Khurda Road Division of South Eastern Railway as shown in CE(C)/CTC Drawing No.SY/80/90 accompanying your application referred to above.

The approval is subject to the condition that a Clause will be inserted in the Station Working Rules that no train will be stabled without a live engine on the Main line.

(S.M.SINGLA)
Executive Director Civil Engineering (G),
Railway Board.

(62)/1

No.91/CEDO/SD/10. 6th March,92.

The Chief Engineer (Construction),
South Eastern Railway,
Cuttack.

Sub:- Provision of 1 in 400 grade in the Station yard Joranda Road situated at KM:435.450 from Howrah on Nergundi-Talcher Branch line of South Eastern Railway in Khurda Road Division.

Ref:- Your application No.CR/C/CTC/PWP/1988-89/ 00651 dated 17-2-1992.

In view of the position explained in your above quoted application, administrative approval of Ministry of Railways is hereby communicated for adoption of gradient of 1 in 400 as against 1 in 1200 gradient decided by Ministry of Railways interms of their letter No.88/CEDO/SD/8 dated 6-9-89 involved in remodelling of Joranda Road Station yard in connection with doubling of Rajathgarh-Joranda Road Section on Nergundi-Talcher branch line in Khurda Road Division of South Eastern Railway as shown in CE(C)CTC'S Drawing No. SY/135/91 accompanying your application referred to above.

The approval is subject to the condition that a Clause will be inserted in the Station Working Rules that no train will be stabled without a live engine on the Main line.

(S.M.SINGLA)
Executive Director Civil Engineering (G),
Railway Board.

(62)/2

No.91/CEDO/SD/10. 6th March,1992.

The Chief Engineer (Construction),
South Eastern Railway,
Cuttack.

Sub:- Provision of 1 in 400 gradient in Sadashibpur Station yard situated at KM:454.835 from Howrah on Nergundi-Talcher Branch line of South Eastern Railway in Khurda Road Division.

Ref:- Your application No.CE/C/CTC/PWP/1990-91/00649 dated 17-2-92.

In view of the position explained in your above quoted application, Administrative approval of Ministry of Railways is hereby communicated for adoption of gradient of 1 in 400 as against 1 in 1200 gradient decided by Ministry of Railways interms of their letter No.88/CEDO/SD/8 dated 6-9-89 involved in remodelling of Sadabhipur Station yard in connection with doubling of Joranda Road-Hindol Road Section on Nergundi-Talcher branch line in Khurda Road Division of South Eastern Railway as shown in CE(C)/CTC Drawing No.SY/81/90 accompanying your application referred to above.

The approval is subject to the condition that a Clause will be inserted in the Station Working Rules that no train will be stabled without a live engine on the Main line.

(S.M.SINGLA)
Executive Director Civil Engineering (G),
Railway Board.

(63)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड Railway Board)

No.91/CEDO/ORI/3.

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 9th March, 1992.

The Chief Commissioner of Railway Safety,
Ashok Marg,
Lucknow - 226 001.

Sir,

Sub:- Katni-Satna B.G.Section - Doubling of track between Amdara and Bhadanpur Stations of Jabalpur Division on Bombay-Allahabad route in Central Railway.

With reference to your Endorsement No.RS.10-T(10)/90 dated 29th April,91, I am directed to confirm the action of Commissioner of Railway Safety, Central Circle, Bombay in authorising the opening of the above section for the public carriage of passengers as per his letter No.C-12(79)/91-115 dated 20-2-1991.

yours faithfully,

(S.M.SINGLA)
for Secretary Railway Board.

No.91/CEDO/ORI/3. New Delhi, Dated 9th March, 1992.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Central Circle, Bombay with reference to his letter No.C-12(79)/91-115 dated 20-2-91.
2) The General Manager, Central Railway, Bombay with the request that suitable action on Commissioner of Railway Safety, Central Circle, Bombay's recommendations and suggestions referred to in the report prior to the opening of the above line may please be taken and Commissioner of Railway Safety informed accordingly under advice to Railway Board in an interleaved copy. It is further requested that the date of opening of the above section may please be intimated as and when the same is commissioned to passenger traffic. Two ferro copies each of the Index Plan and Section may also be sent to this office.

(S.M.SINGLA)
for Secretary Railway Board.

(69)

No.91/CEDO/SD/10. 9th March, 1992.

The Chief Engineer(Construction),
South Eastern Railway,
Cuttack.

Sub: Provision of 1 in 400 grade in the Budhapank Station yard situated at KM:485.130 from Howrah on Nergundi - Talcher Branch line of South Eastern Railway in the Khurda Road Division.

Ref: Your application No.CE/C/CIC/PWP/ 1991-92/00652 dated 17.2.1992.

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In view of the position explained in your above quoted application, administrative approval of Ministry of Railways is hereby communicated for adoption of gradient of 1 in 400 as against 1 in 1200 gradient decided by Ministry of Railways in terms of their letter No.88/CEDO/SD/8 dated 6.9.89 involved in remodelling of Budhapank station yard in connection with doubling of Hindol Road - Budhapank section on Nergundi - Talcher branch line in Khurda Road Division of South Eastern Railway as shown in CE(C)/CTC Drawing No.SY/87/90 accompanying your application referred to above.

The approval is subject to the condition that a Clause will be inserted in the Station Working Rules that no train will be stabled without a live engine on the Main line.

(S.M. SINGLA)
Executive Director Civil Engineering (G),
Railway Board.

(65)

No.91/CEDO/Axle/1. 18-03-1992.

The General Manager, (Engg.),
Northern Railway,
Baroda House,
New Delhi.

Sub: Axle Load Diagram/Statement.

Ref: Your letter No. 510-W/2 dated 29.7.91.

****

Para 2 from your above quoted letter is reproduced below :-

> " The other information is being collected from Divisons of this Railway. As soon as the information is received in this office, the same will be sent to Board's Office in due course."

As the information pertaining to section wise axle load in the prescribed proforma has not so far been received in this office, it is requested that the same may please be sent immediately.

(D.N. MACHIWAL)
for Executive Director Civil Engineering(G),
Railway Board.

(66)

H.K.L. JAGGI,
ADVISER CIVIL ENGINEERING.

D.O. No.88/CEDO/SD/8. New Delhi, dated 23-03-1992.

My dear RAIZADA,

Sub: Gradient in Station Yards.

Ref: Your D.O. No.579-W/O/Policy dated 9/10.3.1992.

******

Adoption of 1 in 1200 grade in yards to be remodelled is required. If, however, the flattening of grades is not feasible or involves exhorbitant costs, the Railway should seek dispensation on case by case basis furnishing the necessary justification.

With best wishes,

Yours sincerely,

(H.K.L. JAGGI)

Shri V.K. RAIZADA,
Chief Engineer,
Northern Railway,
New Delhi.

67/0

No.91/CEDO/SD/10. 23rd March,92.

The Chief Engineer (Construction),
South Eastern Railway,
Cuttack.

Sub:- Provision of 1 in 400 grade in the Meramandali Station yard situated at KM:477.520 from Howrah on Nergundi-Talcher Branch line of South Eastern Railway in Khurda Road Division.

Ref:- Your application No.CE/C/CTC/PWP/1991-92/ 00654 dated 17-2-92.

In view of the position explained in your above quoted application, administrative approval of Ministry of Railways is hereby communicated for adoption of a gradient of 1 in 400 as against 1 in 1200 gradient decided by Ministry of Railways interms of their letter No.88/CEDO/SD/6 dated 6-9-89 involved in remodelling of Meramandali Station yard in connection with proposed doubling of Talcher Branch line in Khurda Road Divisio of South Eastern Railway as shown in CE(C)/CTC's Drawing No. SY/89/90 accompanying your application referred to above.

The approval is subject to the condition that a Clause will be inserted in the Station Working Rules that no train will be stabled without a live engine on the Main line.

(S.M.SINGLA)
Executive Director Civil Engineering(G),
Railway Board.

(67)/2

No.91/CEDO/SD/10. 24th March,92.

The Chief Engineer (Construction),
South Eastern Railway,
Cuttack.

Sub:- Provision of 1 in 400 gradient in Rajathagarh Station yard situated at KM:423.375 from Howrah on Nergundi-Talcher Branch line of South Eastern Railway in Khurda Road Division.

Ref:- Your application No.CE/C/CTC/FWP/1988-89/00648 dated 17-2-1992.

In view of the position explained in your above quoted application, administrative approval of Ministry of Railways is hereby communicated for adoption of a gradient of 1 in 400 as against 1 in 1200 gradient decided by Ministry of Railways in terms of their letter No.88/CEDO/SD/8 dated 6-9-89 involved in remodelling of Rajathagarh Station yard in connection with proposed doubling of Rajathagarh-Joranda Road Section on Talcher branch line in Khurda Road Division of South Eastern Railway as shown in CE(C)/CTC's Drawing No.SY/134/91 accompanying your application referred to above.

The approval is subject to the condition that a Clause will be inserted in the Station Working Rules that no train will be stabled without a live engine on the Main line.

(S.M.SINGLA)
Executive Director Civil Engineering(G),
Railway Board.

(68)

No.91/CEDO/SD/10. 24th March,92.

The Chief Engineer (Construction),
South Eastern Railway,
Bilaspur.

Sub:- Provision of Block rake Handling facilities at Gondia

Ref:- Your application No.DRG/SY/18/282 dated 25-2-92.

In view of the position explained in your above quoted application, Administrative approval of Ministry of Railways is hereby communicated for adoption of a gradient of 1 in 400 as against 1 in 1200 gradient decided by Ministry of Railways interms of their letter No. 88/CEDO/SD/8 dated 6-9-89 involved in providing Block rake Handling facilities at Gondia Station yard on Nagpur-Howrah Main line as shown in CE(Con)BSP Drawing No. 4332/90 accompanying your application referred to above.

The approval is subject to the condition that a Clause will be inserted in the Station Working Rules that no train will be stabled without a live engine on the Main line.

(S.M.SINGLA)
Executive Director Civil Engineering (G
Railway Board.

(69)

No.91/CEDO/SD/10. 24th March,92.

The Chief Engineer (Construction),
South Eastern Railway,
Cuttack.

Sub:- Provision of a combined grade of 1 in 1000 and level in the Hindol Road Station yard situated at KM:464.15 from Howrah on Nergundi-Talcher Branch line of S.E.Rly. in the Khurda Road Division.

Ref:- Your application No.CE/C/CTC/PWP/1990-91/00653 dated 17-2-1992.

In view of the position explained in your above quoted application, administrative approval of Ministry of Railway is hereby communicated for adoption of a gradient of 1 in 1000 as against 1 in 1200 gradient decided by Ministry of Railways interms of their letter No.88/CEDO/SD/8 dated 6-9-89 involved in remodelling of Hindol Road Station yard in connection with doubling of Joranda Road-Hindol Road Section on Talcher Branch line in Khurda Road Division of South Eastern Railway as shown in CE/C/CTC's Drawing No.SY/82/90 accompanying your application referred to above.

The approval is subject to the condition that a Clause will be inserted in the Station Working Rules that no train will be stabled without a live engine on the Main line.

(S.M.SINGLA)
Executive Director Civil Engineering (G),
Railway Board.

(70)

No.91/CEDO/SD/10. 24th March,92.

The Chief Administrative Officer (Construction),
Central Railway,
New Administrative Office Building,
Dadabhai Naoroji Road,
Bombay -400 001.

Sub:- Doubling of Bharatwada - Metpanja - Remodelling of Kalmeshwar yard.

Ref:- Your application No.EW/223/W/41/Yds. dated 5-2-1992.

In view of the position explained in your above quoted application, administrative approval of Ministry of Railways is hereby communicated for adoption of a gradient of 1 in 1021.727 for a length of 767.31 m as against 1 in 1200 gradient decided by Ministry of Railways interms of their letter No.88/CEDO/SD/8 dated 6-9-89 involved in remodelling of Kalmeshwar yard in connection with doubling of Bharatwada-Metpanja section of Central Railway as shown in Proposal No.2 of Annexure-I and Drawing No.GM(E)BB-22178/A accompanying your application referred to above. For adoption of a grade of 1 in 260, you may approach the Commissioner of Railway Safety, Central Circle, Bombay.

The approval is subject to the condition that a Clause will be inserted in the Station Working Rules that no train will be stabled without a live engine on the Main line..

(S.M.SINGLA)
Executive Director Civil Engineering(G),
Railway Board.

(71)

भारत सरकार

रेल मंत्रालय

(रेलवे बोर्ड)

GOVERNMENT OF INDIA

MINISTRY OF RAILWAYS

(Railway Board)

No. 89/CEDO/SD/8.

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 24 March, 1992.

The Chief Administrative Officer (Construction-II),
South Eastern Railway,
Visakhapatnam - 530 004.

Sub:- Condonation for retention of 1 in 150 gradient in yard limits between Kottapalem and Gopalapatnam Cabins (New Gopalapatanam Station yard limits).

Ref:- Your letters No. i) CE/S&C/WAT/D/VSP/KAPM-GPT/3069 dated 21-4-1988.

ii) CE/S&C/WAT/D/VSP/GPT-KAPM/1384 dated 30-9-1988.

iii) CE/S&C/WAT/D/VSP/GPT-KAPM/4344 dated 3-1-1989.

iv) D.O.No.CE/S&C/WAT/D/VSP/KAPM-GPT/8933 dated 7-8-1989.

v) CAO/C/VSKP/D/GPT-KAPM/660 dated 22-11-1991.

*****

With reference to your above quoted letters sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of grade infringements of 1 in 150 due to constraint of space and non-availability of headway clearance below flyovers in yard limits of combined New Gopalapatnam Station formed as a result of merging of two independent Block Stations Gopalapatnam & Kottapalem as shown in Annexure-I enclosed. Annexure-I is based on Form-XI and Drawing No.DY(C)/VSP/WAT/SY/07/1985 accompanying your letter referred to above. The sanction regarding introduction of Route relay interlocking at New Gopalapatnam Station has separately been issued by S&T Directorate under their letter No.89/Sig/WP/8 dated 7-8-1989.

Contd.....2/-

(72)

The sanction is subject to observance of the following conditions:-

1. A careful study being undertaken by associating CEE under the two flyovers where overhead clearances are presently adequate but may require some change if higher rail sections, concrete sleepers and deeper ballast cushions are used in future. The line from ELS to Steel Plant is already electrified and the study is to be undertaken keeping in view the electrification of remaining lines.
2. No trains being booked to stop within the Station yard.
3. The trains being able to stop and start without any difficulty from the yard in case of unforeseen stoppages due to unavoidable retentions such as failure etc.
4. The trains normally being received only after conditions for run through are satisfied.
5. Safety precautions covering the contigencies of any unusual/unforeseen stoppages of trains and details of meticulous last vehicle check and similar other details being incorporated in Station Working Rules.
6. Provision of Axle Conters in the ultimate stage for providing Block clearance.
7. The dispensation for provision of Axle Counters is for a short interim period only in order that the railway may be able to complete the necessary planned works.
8. The Axle Counters have to be provided as early as possible but not at so distant a date by way of inclusion in the Works Programme.
9. The last vehicle check meticulously being carried out as per details given in the Railway's application.

It is noted that no additional safety devices are considered necessary as no trains are booked to stop within the Station yard and the infringing grades are for short lengths. It is also noted that it is not possible to regrade the New Station yard limits due to constraint of space and non-availability of headway clearance below the flyovers.

The receipt of this letter may please be acknowledged.

(S.M.SINGLA)
Executive Director Civil Engineering(G),
Railway Board.

PTO

No.89/CEDO/SD/8. New Delhi, Dated 24 March,92.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001 with reference to his Endorsement No. RS.18-T(5)/84 dated 17-5-88, 18-11-88, 8-5-89 and RS.18-T(4)/90 dated 17-1-1992.

2) The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Calcutta - 700 001 with reference to his letter Nos.109 dated 27-4-88, 488/160 dated 28-10-88, 52/160/26 dated 19-4-89 and 977/160/23 dated 11-12-91.

(S.M.SINGLA)
for Secretary Railway Board.

(42)

ANNEXURE-I

S.No.	Location & Kilometre.	Name of the structure which infringes.	Chapter & item	Prescribed Dimensions.	Existing Dimensions.	Amount of infringement.
1	2	3	4	5	6	7
1.	Visakhapatnam - Duvvada section of S.E.Railway. KM:871.823 (from HWH) (New location of combined cabin of Gopalapatnam & Kottapalem.)	1) Steeper grade within the station yard limits on VSKP-MAS Main lines & VSKP-VSP Line.	Chapter-II item 2(a) (iii)(b)	Maximum is 1 in 400 . With CRS's sanction Steeper than 1 in 260. Minimum is level grade.	At Four locations in the yard 1) between Ch.331.87 to 696.	1 in 150 for 364.13 mt. on MAS-UP & DN.Main line.
2.	-do-	2) -do-	-do-		2)between Ch.1102.32 to 1177.32.	1 in 150 for 75 mt. (Considered upto UP Advance Starter on UP MAS Main Line.)
3.	Visakhapatnam - Vizianagaram section of S.E.Railway. KM:871.823 (From HWH) (New location of combined cabin of Gopalapatnam & Kottapalem)	3) Steeper grade within station yard limits on VSKP-HWH up main line.	-do-		3)From ch.468 to 718.	1 in 150 for 250 mt. (Considered upto BSLB on UP HWH Main line).
4.	-do-	4) -do- on Down main line.	-do-		4) From Ch.468 to 522.	1 in 150 for 54 mt. (Considered upto Advance Starter on Down Main line).

(75)

No. 89/CEDO/SD/8. 24 March, 1992.

The Chief Administrative Officer (Construction-II),
South Eastern Railway,
Visakhapatnam - 530 004.

Sub:- Condonation for retention of 1 in 150 gradient in yard limits between Kottapalem and Gopalapatnam Cabins (New Gopalapatanam Station yard limits).

Ref:- Your letters No. i)CE/S&C/WAT/D/VSP/KAPM-GPT/3069 dated 21-4-1988.

ii)CE/S&C/WAT/D/VSP/GPT-KAPM/1384 dated 30-9-1988.

iii)CE/S&C/WAT/D/VSP/GPT-KAPM/4344 dated 3-1-1989.

iv)D.O.No.CE/S&C/WAT/D/VSP/KAPM-GPT/8933 dated 7-8-1989.

v)CAO/C/VSKP/D/GPT-KAPM/660 dated 22-11-1991.

*****

With reference to your above quoted letters sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of grade infringements of 1 in 150 due to constraint of space and non-availability of headway clearance below flyovers in yard limits of combined New Gopalapatnam Station formed as a result of merging of two independent Block Stations Gopalapatnam & Kottapalem as shown in Annexure-I enclosed. Annexure-I is based on Form-XI and Drawing No.DY(C)/VSP/WAT/SY/07/1985 accompanying your letter referred to above. The sanction regarding introduction of Route relay interlocking at New Gopalapatnam Station has separately been issued by S&T Directorate under their letter No.89/Sig/WP/8 dated 7-8-1989.

Contd....2/-

(76)

The sanction is subject to observance of the following conditions:-

1. A careful study being undertaken by associating CEE under the two flyovers where overhead clearances are presently adequate but may require some change if higher rail sections, concrete sleepers and deeper ballast cushions are used in future. The line from ELS to Steel Plant is already electrified and the study is to be undertaken keeping in view the electrification of remaining lines.
2. No trains being booked to stop within the Station yard.
3. The trains being able to stop and start without any difficulty from the yard in case of unforeseen stoppages due to unavoidable retentions such as failure etc.
4. The trains normally being received only after conditions for run through are satisfied.
5. Safety precautions covering the contigencies of any unusual/unforeseen stoppages of trains and details of meticulous last vehicle check and similar other details being incorporated in Station Working Rules.
6. Provision of Axle Conters in the ultimate stage for providing Block clearance.
7. The dispensation for provision of Axle Counters is for a short interim period only in order that the railway may be able to complete the necessary planned works.
8. The Axle Counters have to be provided as early as possible but not at so distant a date by way of inclusion in the Works Programme.
9. The last vehicle check meticulously being carried out as per details given in the Railway's application.

It is noted that no additional safety devices are considered necessary as no trains are booked to stop within the Station yard and the infringing grades are for short lengths. It is also noted that it is not possible to regrade the New Station yard limits due to constraint of space and non-availability of headway clearance below the flyovers.

The receipt of this letter may please be acknowledged.

(S.M.SINGLA)
Executive Director Civil Engineering(G),
Railway Board.

No.89/CEDO/SD/8. New Delhi, Dated 24 March,92.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001 with reference to his Endorsement No. RS.18-T(5)/84 dated 17-5-88, 18-11-88, 8-5-89 and RS.18-T(4)/90 dated 17-1-1992.

2) The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Calcutta - 700 001 with reference to his letter Nos.109 dated 27-4-88, 488/160 dated 28-10-88, 52/160/26 dated 19-4-89 and 977/160/23 dated 11-12-91.

(S.M.SINGLA)
for Secretary Railway Board.

ANNEXURE-I

S.No.	Location & Kilometre.	Name of the structure which infringes.	Chapter & item	Prescribed Dimensions.	Existing Dimensions.	Amount of infringement.
1	2	3	4	5	6	7
1.	Visakhapatnam - Duvvada section of S.E.Railway. KM:871.823 (from HWH) (New location of combined cabin of Gopalapatnam & Kottapalem.)	1) Steeper grade within the station yard limits on VSKP-MAS Main lines & VSKP-PSP Line.	Chapter-II item 2(a) (iii)(b)	Maximum is 1 in 400 - With CRS's sanction Steeper than 1 in 260. Minimum is level grade.	At Four locations in the yard 1) between Ch.331.87 to 696.	1 in 150 for 364.13 mt. on MAS-UP &DN.Main line.
2.	-do-	2) -do-	-do-		2)between Ch.1102.32 to 1177.32.	1 in 350 for 75 mt. (Considered upto UP Advance Starter on UP MAS Main Line.)
3.	Visakhapatnam - Vizianagaram section of S.E.Railway. KM:871.823 (From HWH) (New location of combined cabin of Gopalapatnam & Kottapalem)	3) Steeper grade within station yard limits on VSKP-HWH up main line.	-do-		3)From ch.468 to 718.	1 in 150 for 250 mt. (Considered upto BSLB on UP HWH Main line).
4.	-do-	4) -do- on Down main line.	-do-		4) From Ch.468 to 522.	1 in 150 for 54 mt. (Considered upto Advance Starter on Down Main line).

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड Railway Board)

No.89/CEDO/SR/5. रेल भवन, नई दिल्ली-110001, तिथि 24-02-1992.
Rail Bhavan, New Delhi-110001, dated 19

The Director General(Track),
RDSO, Lucknow-226 011.

Sub: Condonation of infringements of WAM4 type of locomotives with pantograph in locked down conditions for running on non-electrified sections.

*****

With reference to your application No.CT/DEL/WAM4 dated 6.11.1990 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of the following infringements involved in the design of WAM4 type of AC Electric locomotive with pantograph in locked down condition as shown in RDSO Drg.No.SK.DL.4128 and as detailed in Annexure Statement accompanying your application for movement on non-electrified sections. It is noted that the moving profile of this locomotive with pantograph in locked down condition is within 'X' class engine. The sanction is subject to the condition that necessary speed restrictions based on ODC stipulations shall be imposed by the railways at such of the locations where 'X' class locomotive dimensions are not permitted.

Sl. No.	Item of SOD of Chapter IV(C)	Description	Dimensions as per Std. Schedule 1929 profile(mm)	Actual Dimensions (mm)	Infringement (mm)
1.	Item No.13	Max.height above rail level at sides of empty locomotives.			
	i)	Max.height at a distance of 900mm from centre line.	3772	4042	270
	ii)	Max.height at a distance of 520mm from centre line	3917	4165	248
	iii)	Max.height at a distance of 305mm from centre line	3999/ 4115	4165	165/ 50
2.	Item No.12	Max.height above rail level for a width of 305mm on either side of centre of empty locomotives	4115	4165	50

In view of the above, necessary amendment to the relevant paragraph appearing in connection with condonation of infringements of pantograph in locked down condition on non-electrified sections, in the Speed Certificate of WAM4 loco may therefore be issued under advice to this office.

(S.M. SINGLA)
Executive Director Civil Engineering(G),
Railway Board.

Contd..2/-

(80)

No.89/CEDO/SR/5 New Delhi, dated 24-02-1992.

Copy forwarded for information to the Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.RS.19-T(2)/86 dated 7.2.1992.

(S.M. SINGLA)
for Secretary, Railway Board.

(81)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड Railway Board)

No.91/CEDO/SR/10. रेल भवन, नई दिल्ली-110001, तिथि 25-03-1992.
Rail Bhavan, New Delhi-110001, dated 19

The General Manager(Works),
Southern Railway,
Madras - 600 003.

Sub: Movement of SAN Diesel Electric Slewing type rail crane model - 300/2 from Whitefield to Renigunta via Melpakkam bye-pass enroute to Tatanagar and Durgpur.

Ref: Your application No.W.438/1/Vol.X dated 20.6.91.

*****

The sanction for condonation of infringements involved in the design of the above rail crane has already been issued to RDSO under this office letter of even number dated 26.2.1992 a copy which is enclosed herewith for your reference and use. RDSO will now be modifying para 2.8 of their Speed Certificate No.SD.Project.116 dated 12/27.2.1991.

In view of the above, issue of separate sanction for condonation of infringements is not considered necessary.

(S.M. SINGLA)
Executive Director Civil Engineering (G),
Railway Board.

No.91/CEDO/SR/10 New Delhi, dated 25-03-1992.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. RS.17-T(4)/90 dated 6.3.1992.
2. The Commissioner of Railway Safety, Southern Circle, 7, Seshadri Road, Bangalore - 560 009 with reference to his letter No.415 dated 8th July 1991.

(S.M. SINGLA)
for Secretary, Railway Board.

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड Railway Board)

(82)

No.91/CEDO/SR/10. रेल भवन, नई दिल्ली-110001, दिनांक 24-02-1992.
Rail Bhavan, New Delhi-110001, dated 19

The Director General(Track),
RDSO, Lucknow - 226 011.

Sub: Condonation of infringements involved in the movement of SAN diesel electric slewing type rail crane Model EDK-300/2.

****

With reference to your application No.CT/DG/LW/CRANES dated 24.7.91 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the following infringements of maximum moving dimensions of 1929 involved in the design of SAN diesel electric slewing type BG rail crane Model EDK-300/2 under manufacture with M/s. SAN Engineering and Locomotive Co. Ltd. Bangalore to their drawing No.10400 for supply of one crane each to M/s. TISCO, Jamshedpur and M/s. SAIL, Durgapur respectively. The infringements are based on the Annexure and Company's infringement drawing No.SNSK-2212 accompanying your application referred to above.

S. No.	Item of Schedule of Dimensions	Description	Dimension as per BG Schedule in mm (Ref: SNSK-2212)	Actual Dimension in mm (Ref: SNSK-2212)	Infringement in mm
1.	Profile for max.moving dimensions of 1929as shown in Diagram No. 1A and others, for Goods stock	A. Max.height above rail level at sides:			
		i) Max.height at a distance of 1250mm from centre line	3638	3638	Nil
		ii) Max.height at a distance of 930mm from centre line	3760	4025	265
		iii) Max.height at a distance of 400mm from centre line	3963	4264	301
		iv) Max.height at a distance of 305mm from centre line	3999/ 4115	4264	265/ 149
		B. Max.height above rail level at centre.	4115	4264	149

Contd..2/-

(83)

It is noted that the moving dimensions of the diesel electric slewing type BG rail crane are within 'A' class locomotive dimensions and the condonation is required for the limited purpose of single movement of the cranes without jib and match truck at a restricted speed of 40 Kmph maximum on the undernoted routes:

i) Bangalore Satellite Loading Terminus to Tatanagar via Bangarupet, Jollarpettai, Katpadi, Malpakam Bye Pass, Renigunta, Gudur, Bezewada, Gopalapatnam, Cuttack, Kharagpur Jn.

ii) Bangalore Satellite Loading Terminus to Durgapur via Bangarupet, Jollarpettai, Katpadi, Malpakam Bye Pass, Renigunta, Gudur, Bezewada, Gopalapatnam, Cuttack, Kharagpur Jn.

(S.M. SINGLA)
Executive Director Civil Engineering(G),
Railway Board.

No.91/CEDO/SR/10. New Delhi, dated 24-02-1992.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.RS.18-T(2)/90 dated 7.2.1992.

2. Shri K.G. Balliappa, SAN Engineering & Locomotive Co. Ltd., Post Box No.4802, Whitefield Road Bangalore - 560 048 with reference to his D.O. letter No.Nil dated 1.6.91 to Shri Y.P. Anand, Member Engineering, Railway Board in continuation of this office letter of even number dated 17.6.1991.

(S.M. SINGLA)
for Secretary, Railway Board.

(84)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड Railway Board)

No.91/CEDO/SR/14.

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 31 March, 92.

The General Manager (Engg;),
Northern Railway,
Baroda House,
New Delhi.

Sub:- Running of light on Track Tamper, Model "PHOOLTAS" 6 LDT, manufactured by M/s.Speed Crafts Private Limited, Patna on Northern Railway.

In view of the position explained in your application No. 519-W/602 dated 22-7-91 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of light on Track Tamper, Model "PHOOLTAS" 6 LDT manufactured by M/s.Speed Crafts Private Limited Patna to RDSO's General arrangement diagram No.EDO/T-2160 with a maximum axle load of 5.0t on the 76 BG Sections at a provisional maximum speed shown against each section in your Joint Safety Certificate when running on its own power. This machine cannot be attached to a running train for the purpose of movement from one station to another but has to be moved loaded in a suitable wagon.

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all conditions/stipulations made in the Joint Safety Certificate No. SLC/BG/49/91, RDSO's Speed Certificate and all other certificates accompanying your application referred to above.

The Ministry of Railways also condone the infringements to Clause 2(ii) and 3 of Chapter IV(A) of BG Schedule of Dimensions (1973) involved in the design of Track Tamper Machine as detailed in Form-XI accompanying your application subject to the condition that fixed diamond crossings are avoided on the sections where the machine is going to run in service.

(S.M.SINGLA)
Executive Director Civil Engineering (G),
Railway Board.

P.T.O.

(85)

No.91/GEDO/SR/14. New Delhi, Dated 31 -March,92.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No.RS.17-T(2)/90-Vol.II dated 10-2-92.

2) The Commissioner of Railway Safety, Northern Circle, Hazratganj, Lucknow-226001, with reference to his letter No. 243/1339/RS/86 dated 12-8-91.

3) The Director Standards (Track), R.D.S.O., Manak Nagar, Lucknow - 226 011.

(S.M.SINGLA)
for Secretary Railway Board.

(86)

No.91/CEDO/SD/10. New Delhi, Dated 6-4-1992.

The Chief Administrative Officer (Con),
South Central Railway,
Headquarters Office,
Works Construction Branch,
Secunderabad - 500371.

Sub:- Secunderabad Division -Wadi-Secunderabad section - doubling of track between Wadi-Malkhaid Road stations - proposed yard arrangements at Sulehalli station - administrative approval for infringements of grades.

Ref:- Your application No.W.Con.182/C/169/ Vol.III dated 24-3-92. SM058

In view of the position explained in your above quoted application, Administrative approval of Ministry of Railways is hereby communicated for adoption of a gradient of 1 in 400 at Sulehalli Station yard as against 1 in 1200 decided by Ministry of Railways vide their letter No.88/CEDO/SD/8 dated 6-9-89 involved in connection with ~~doubling between Wadi-Malkhaid Road stations on~~ proposed yard arrangements at Sulehalli station on Wadi-Secunderabad section on Secunderabad Division of South Central Railway as shown in Drawing No.CAO/C/TR/427-90 accompanying your application referred to above.

The approval is subject to the condition that a Clause will be inserted in the Station Working Rules that no train will be stabled without a live engine on the Main line.

(S.M.Singla)
Executive Director Civil Engineering (G),
Railway Board.

(86)/0

No.91/CEDO/SD/10. New Delhi, Dated 6-4-1992.

The Chief Administrative Officer (Con),
South Central Railway,
Head Quarters Office,
Works Construction Branch,
Secunderabad - 500371.

Sub:- Secunderabad-Wadi Section -
Doubling of track between MalKhai Road and Wadi Junction. Proposed entry arrangements at Wadi Junction including doubling of existing bye pass line. Administrative approval for infringements of grades.

Ref:- Your application No.W/CON/182/C/169/ Vol.III dated 24-3-92. SNo 59

In view of the position explained in your above quoted application, Administrative approval of Ministry of Railways is hereby communicated for adoption of a gradient of 1 in 400 and 1 in 1000 at Wadi Junction yard as against 1 in 1200 decided by Ministry of Railways vide their letter No.88/CEDO/SD/8 dated 6-9-89 involved in connection with ~~doubling between Malkhaid Road and~~ remodelling of yard Wadi Junction on Secunderabad-Wadi Section on Secunderabad Division of South Central Railway as shown in Drawing No. CAO/C/TR/431-90 accompanying your application referred to above. So far as 1 in 300 gradient in Wadi Junction yard is concerned, you may approach the concerned CRS for condonation of infringement.

The approval is subject to the condition that a Clause will be inserted in the Station Working Rules that no train will be stabled without a live engine on the Main line.

(S.M.Singla)
Executive Director Civil Engineering (G)
Railway Board.

(87)

ARVIND KUMAR,
Executive Director Civil Engineering(R&S).

D.O.No.89/CEDO/SR/4. New Delhi, dated 8th April 1992.

My dear VARSHNEY,

Sub: Speed Certificate for 140t B.G. Diesel Hydraulic break-down crane supplied by M/s. Jessop & Co., Calcutta.

Ref: Your letter No.SL/CR/SPD/140t/Jessop dated 25.2.1991.

*****

As per para 3.2.1(b) of RDSO's Speed Certificate,,the above cranes are prohibited to run on MBG 87, RBG or BGML Standard bridges driven on its own power with or without load. This stipulation is considered to be too restrictive and in certain emergency situations may cause delay in the restoration of traffic. The Railways therefore desire that this stipulation may be reviewed by RDSO and at least 5 Kmph speed may be permitted on the bridges for this crane when travelling on its own power with or without load as in the case of other normal track.

You are therefore requested to come fully prepared after study alongwith all the necessary papers to discuss the problem with me on your next visit to Railway Board.

With best wishes,

Yours faithfully,

Sd/-

(ARVIND KUMAR)

Shri R.S. VARSHNEY,
Director Standards(R&S),
R.D.S.O., Lucknow - 226 011.

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड Railway Board)

No.90/CEDO/SR/17.

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 8th April, 1992.

The General Manager (Engg.),
Eastern Railway,
Calcutta - 700 001.

Sub:- Introduction of ZDM-5 Class Diesel Locomotive on i) Barddhaman-Katwa(NG) ii)Ahmadpur-Katwa(NG) Section of Eastern Railway in regular services.

*****

In view of the position explained in your application No. W.552/10/2 dated 4-7-91 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of ZDM-5 Class Diesel Hydraulic N.G.Locomotives to RDSO's Drawing No.SKMP-103 (Alt.Nil) having a Maximum axle load of 5.5t Kirloskar Cummins Diesel Engine type KTA-1150L rated 450 hp B'-B' type power pack and Voith hydraulically reversible transmission type L4r2U2-450, on the following Narrow Gauge (762 mm) Sections at a maximum speed of 30 Kmph.

S.No.	Sections
1.	Barddhaman-Katwa (NG)
2.	Ahmadpur -Katwa (NG)

The sanction is subject to the observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No.2/91 and all other certificates accompanying your application referred to above.

It is however noted from Form-XI and para 2.3.2 of RDSO's Speed Certificate that there is no infringement involved in the design of ZDM-5 loco to Schedule of Dimensions (1963) for 762 mm (2'-6") Gauge.

(S.M.Singla)
Executive Director Civil Engineering (G),
Railway Board.

P.T.O.

(89)

No.90/CEDO/SR/17. New Delhi, dated 8th-4-1992.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.RS. 17-T(2)/90-Vol.II dated 16.3.1992.

2. The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, 12th Floor, Calcutta-700 001 with reference to his letter No. 1225 dated 3.2.92.

3. The Director Standards (Motive Power), RDSO, Lucknow - 226 011.

(S.M. SINGLA)
for Secretary, Railway Board.

(90)

No.92/CEDO/BP/1.

10-4-1992.

The General Managers (Bridges),
All Indian Railways.

Sub:- Major and Minor Bridges on Indian Railways as on 31st March,1992.

The Board desire to be furnished with Statement 'A' of Major and Minor Bridges and Statement 'B' of number of Bridges with Waterways (Proforma enclosed herewith) as on 31st March,1992 on your railway for the Draft Para in the Annual Administrative Report of Indian Railways. The required information may please be sent to this office latest by 30th June,1992. If there is any increase (+) or decrease (-) in the number of bridges as on 31st March,1992 vis-a-vis as on 31st March,1991 the same may suitably be explained in the foot note in Statement 'A' and Statement 'B'.

While furnishing the information, it may please be invariably ensured that the difference in the total number of Major and Minor Bridges, excluding ROBs and RUBs, and the total number of bridges with Waterways, if any, is suitably explained in the forwarding letter.

Akumar 3/4/92

(ARVIND KUMAR)
Executive Director Civil Engineering (B&S),
Railway Board.

(91)

No.91/CEDO/ORI/8.

April,92.

The Director,
Map Publication,
Survey of India,
Hathibarkala,
Dehra Dun.

Sub:- Extension of M.G.line between Jamira and Bairabi Station on Lumding Division of Northeast Frontier Railway.

A copy of the Index Plan and Section of the above line is sent herewith for information and your office record. The said line was opened for passenger traffic on 16.3.91.

(S.M.SINGLA)
for Secretary Railway Board.

Encl: 1 Plan
bearing No.
PS/NF/59.

No.91/CEDO/ORI/8. New Delhi, Dated -4-92.

Copy forwarded for information & necessary action to Statistical Drawing Branch, Room No.156, Rail Bhawan, New Delhi alongwith a copy of the Index Plan and Section of the above section.

(S.M.SINGLA)
Executive Director Civil Engineering (G),
Railway Board.

(91)

LIN

RAB

N

N DRAWING

LLBR/1/1/90

DY.CE/CON/SCL
N.F RLY

CE/CON/SCL
N.E RLY

(92)

No.91/CEDO/SD/14. 10-4-92.

The General Manager (Survey),
Eastern Railway,
Calcutta.

Attention: Shri.G.N.Sahay, C.E.(Survey)

Sub:- Infringement of gradient in the station yard of Kajoragram station under Asansol Division of Eastern Railway.

Ref:- Your application No.CE/Con/W/193/Pt.III/73 dated 6-12-91.

The following discrepencies have been noted in your above quoted application. :-

1. The grade of Kajoragram station in para 3 has been shown as 1 in 200 and 212.12 whereas in Form-XI under the column of 'Reasons for infringement and remarks', it is shown as 1 in 200 and 212.28. The discrepency may be reconciled.
2. In para 4 provision of a 'Service line' and Service loop have been shown whereas in Drawing No.CE(SEC)SK.No.28-91 location of a'Service line' and 'Goods Loop' have been shown. The reason for indicating service loop in the application and Goods Loop in the drawing may be advised.
3. The condonation of infringement asked for in Form-XI in Kajoragram station is to item 2 whereas it should be to item 2 Note(b).
4. The 'Service line' between Kajoragram and Siduli stations takes off from the East line near the West Cabin of Kajoragram Station and extends beyond the centre line of Siduli station. Condonation of grade infringement in Siduli Station has not been applied for.
5. In terms of item 2 Note(b) Chapter-II of B.G.Schedule, no station yard should be constructed nor should any siding join a passenger line on steeper grade than 1 in 260, except where it is unavoidable and then only with the previous sanction of the Railway Board obtained through the Commissioner of Railway Safety when a Slip Siding or other arrangement is made sufficient to prevent accident. It is seen that the safety arrangements made by your railway have not been advised. On the other hand a Slip Siding at Kojoragram station is proposed to be taken out.

6. Drawing No.CE(SEC)SK.No.28-91 enclosed with the application has not been coloured in RED to show the proposed work.

7. Ministry of Railways therefore desire that the above discrepencies may please be clarified early. The action taken by your railway to prevent accidents may please be advised and necessary corrections proposed to be issued to Station Working Rules if any, before bringing the Service line and Service loop into commission may please be advised to process the case further for condonation of infringement.

10/4

(S.M.SINGLA)
Executive Director Civil Engineering(G),
Railway Board.

Spare (94)

No.92/CEDO/SM/1. 16-4-1992.

The General Manager(Engg),
South Eastern Railway,
Garden Reach,
Calcutta - 700 043.

Sub: System Maps.

Ref: Your letter No.DG/MAP/Pt.XX dated 10.3.92.

******

The prescribed scale for preparation of the maps should not be changed. The system maps may be prepared on 1 cm = 15 Kms. scale only and the size of the map may be relaxed to suit your requirement.

Sd/-

(S.M. SINGLA)
Executive Director Civil Engineering (G),
Railway Board.

Spare (95)

No.92/CEDO/SM/1. 16-4-1992.

The General Manager(Engg),
Central Railway,
Head Quarters Office
(Engineering Branch),
Victoria Terminus,
Bombay.

Sub: System Maps.

Ref: Your letter No.G.445/WPI/SM/IV dated 6.3.92.

****

The prescribed scale for preparation of the maps should not be changed. The system maps may be prepared on 1 cm = 15 Kms. scale only and the size of the map may be relaxed to suit your requirement.

The maps are not required on ferro/xerox copies. Only printed copies of the maps may be supplied.

Sd/-

(S.M. SINGLA)
Executive Director Civil Engineering (G),
Railway Board.

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भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड Railway Board)

No.90/CEDO/SR/11. रेल भवन, नई दिल्ली-110001, दिनांक 21-4-1992.
Rail Bhavan, New Delhi-110001, dated

The General Manager(Works),
Western Railway,
Churchgate,
Bombay - 400 020.

Sub: Running of Ballast Regulator - Model 56-3 of M/s. 'KERSHAW' on BG sections of W.Rly.

Ref: Your application No.W 641/23(W1) dated 31.7.91.

****

RDSO vide their letter No.CT/TM/SC/BR dated 8/9.5.1991 have issued an amendment to the Speed Certificate No.CT/TM/SC/BR dated 31.1.1990 issued by them, requiring that "Model 66-2" wherever mentioned be corrected to read as "Model 56-3". Sketch No.EDO/T-2157 has also been amended accordingly.

Sanction issued by this office vide letter of even number dated 10/13.8.90 may be amended accordingly.

The receipt of this letter may please be acknowledged.

(S.M. SINGLA)
Executive Director Civil Engineering (G),
Railway Board.

No.90/CEDO/SR/11. New Delhi, dated 21-4-1992.

Copy forwarded for information and similar action to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.RS.17-T(2)/90-Vol.II dated 13.3.1992.
2. The Commissioner of Railway Safety, Western Circle, 2nd Floor, Churchgate Station Bldg. Annexe, Maharshi Karve Road, Bombay-400 020 with reference to his letter No.12-5/277-162 dt. 12.8.91.
3. The Director Standards (Track), RDSO, Lucknow-226 011.

(S.M. SINGLA)
for Secretary, Railway Board.

(97)

No.91/CEDO/SD/14. 22-4-1992.

The Chief Administrative Officer(Construction)
South Central Railway,
Works Construction Branch,
Secunderabad - 500 371.

Attention : Shri. G.P. Mallikharjun,
Chief Project Manager(G), C - II

Sub: Wadi-Raichur Section - doubling of track between Wadi and Thangundi and Chegunta-Krishna - Wadi Junction proposed arrangements - request for condonation for the infringing gradient of 1 in 161 from Km:605/5-6 to Km:605/11-12 in the yard.

Ref:- Your office letter No.W.Con.182/G/154/Vol.VIII dated 30-3-1992.

Please refer to your office letter quoted above. This is to acknowledge receipt of your office application No.W.Con.182/G/154/Vol.VII dated 11-4-91 and No.W.Con.182/G/154/Vol.VIII dated 31-1-92. So far as issue of sanction of the Board for the proposed infringing gradient of 1 in 161 is concerned it is to advise you that Ministry of Railways vide their letter of even number dated 4-3-92 have sought for certain clarifications on the above noted subject. It appears that the letter in question has not so far been received in your office. A photocopy of the said letter is therefore being enclosed herewith for information and necessary action at your end.

It is therefore requested that the necessary reply to this office letter dated 4-3-92 may please be sent immediately to enable this office to consider the issue of sanction for condonation of grade infringement in Wadi Junction yard.

The Receipt of this letter may please be acknowledged.

(D.N.Machiwal)
for Executive Director Civil Engineering(G)
Railway Board.

DA:-One.

(98)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड Railway Board)

No.92/CEDO/Axle/1.

रेल भवन, नई दिल्ली-110001, दिनांक 27-4-1992.
Rail Bhawan, New Delhi-110001, dated 19

The General Manager(Engg),
All Indian Railways.

Sub: Axle Load Diagram.

Ref: Your letter number as indicated below.

******

Please refer to this office letter No.91/CEDO/AXL/1 dated 13. 3.1991 and arrange to furnish four copies of the axle load diagram and one copy of the information in the prescribed proforma by June, 1992.

The receipt of this letter may be acknowledged.

(S.M. SINGLA)
Executive Director Civil Engineering(G),
Railway Board.

Previous references

1. Central Railway letter No.C.653.BR.V dated 25.6.91.
2. Eastern Railway letter No.W.33/2/Vol.I dated 23.9.91.
3. Northern Railway letter No.510-W/2 dated 29.7.91.
4. N.E. Railway letter No. W/340/0/AL/[illegible]/Pt.II/W-4A dated 27.2.92.
5. N.F. Railway W/81/1/Pt-X/W-7 dated 9.10.91.
6. Southern Railway letter No.W.368/1/Vol.V dated 7/13.6.91.
7. S.C. Railway letter No.W.368/1/Vol.IV dated 16.8.91.
8. S.E. Railway No.DG/Axle load Diagram/Pt.2 dated 4.9.91.
9. Western Railway No. W.162/9/2 vol.II dated 17.7.91.

(99)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड Railway Board)

No.92/CEDO/Density Chart. रेल भवन, नई दिल्ली-110001, दिनांक 28-4-1992
Rail Bhawan, New Delhi-110001, dated

The General Manager(Engg),
All Indian Railways.

Sub: Density Chart.

****

The chart showing the Traffic Density on various routes in 'GMT' are very frequently required for reference and use in the Board's Office.

Ministry of Railways therefore desire that the 'GMT' figures during 1991- 92 may be indicated on various sections on a system map of your railway and five copies of the same furnished to this office at an early date. It is observed that some of the railways are indicating on Charts figures in GTKM and not in 'GMT'. In order to have the information in Board's office on uniform basis, it may please be ensured that the density of the section on chart is indicated in Gross Million Tonnes only and not in Gross Tonne Kilometres. A statement showing the density as per the proforma enclosed may also please be furnished in duplicate.

The receipt of this letter may be acknowledged.

Singla
27.4.92
(S.M. SINGLA)
Executive Director Civil Engineering(G),
Railway Board.

(801)

_____ RAILWAY.

DENSITY IN GROSS MILLION TONNES PER ANNUM DURING 1991-92

SECTION	ROUTE KILOMETRAGE OF THE SECTION.	WHETHER THE SECTION IS SINGLE/DOUBLE/ TREBLE.	WHETHER ELECTRIFIED/ NON ELECTRIFIED.	DENSITY IN GROSS MILLION TONNES PER ANNUM 91 - 92	
				UP	DN.
1.					
2.					
3.					
4.					
5.					
6.					
7.					
8.					
9.					
10.					
11.					
12.					
13.					
14.					
15.					

Note:- Three separate statements are required to be furnished in this proforma for BG, MG and NG. Each statement should indicate the break up of the various routes as under:-

BG	MG	NG
Group 'A' Routes	Q Routes	NG Routes.
Group 'B' Routes	R_1 Routes	
Group 'C' Routes	R_2 Routes	
Group 'D' Routes	R_3 Routes	
Group 'E' Routes	S Routes.	

(101)

No.91/CEDO/ORI/10. 29-4-92.

The General Manager (S&C),
Eastern Railway,
14, Strand Road, 4th Floor,
Calcutta - 700 001.

Attention: Shri Alok Sengupta Chief Engineer (S+C)

Sub:- Opening of Down line between Masudan and Darbara in Malda Division of Eastern Railway for the public carriage of passengers.

Ref:- Chief Engineer (S&C)'s D.O.No.CE/CON/W/ 1600 Pt.II/65 dated 22nd July,91.

Please refer to this office letter of even number dated 30-1-1992 (Copy enclosed for ready reference) and expedite the reply.

(D.N.Machiwal)
for Executive Director Civil Engineering(G)
Railway Board.

(102)

No.91/CEDO/ORI/10. 30th January,92.

The General Manager (S&C),
Eastern Railway,
Calcutta.

Sub:- Opening of Down line between Masudan and Darhara in Malda Division of Eastern Railway for the public carriage of passengers.

Ref:- Your Chief Engineer (S&C)'s D.O.No. CE/CON/W/1600 Pt.II/65 dated 22nd July,91.

Please refer to Endorsement No.2 of this office letter of even number dated 21-8-91 (Copy enclosed for ready reference). The action taken on Commissioner of Railway Safety, Eastern Circle's recommendations and suggestions referred to in his report prior to the opening of the above line has not so far been advised to him under advice to this office. One ferro copy each of the Index Plan and Section has also not been sent to this office.

Ministry of Railways therefore desire that the action on Commissioner of Railway Safety, Eastern Circle's recommendations and suggestions may please be taken early. Necessary arrangements may also be made to send one ferro copy each of the Index Plan and Section to this office.

Sd/-
(D.N.Machiwal)
for Executive Director Civil Engineering(G)
Railway Board.

(103)

योगेन्द्र पाल आनन्द
Y. P. ANAND

अध्यक्ष, रेलवे बोर्ड
एवं
पदेन प्रमुख सचिव, भारत सरकार
रेल मंत्रालय
CHAIRMAN, RAILWAY BOARD
&
EX-OFFICIO PRINCIPAL SECRETARY
GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
New Delhi-1100001

D.O. 88/CEDO/SD/8

30th April, 1992

My dear Raj Kumar,

Sub: Gradient in Station Yards.

Ref: Your letter No. 579-W/O/Policy of 23.04.92.

The need for flatter gradients in station yards has been felt after the introduction of roller bearing stock. As a result of cases of rolling of vehicles into the block section, Northern Railway recommended vide Letter No. 10-T/39/DLI/V/86 (Safety-II) dated 27.04.87 to restrict maximum permissible gradient in yards to 1 in 1000. In consultation with RDSO, Board decided to restrict the gradient in station yards to 1 in 1200.

2. You will appreciate that the gradient stipulated in the yards is based on safety considerations and it is essential that an effort is made to provide graidents flatter than 1 in 1200 generally and between 1 in 1200 and 400 in special cases where heavy cost or time is involved in meeting with the specified gradient.

3. In case you feel any specific relaxation is required in Gauge Conversion projects, now in progress on Northern Railway, please arrange to send specific proposals for relaxation together with plans showing actual gradients prevailing and the gradient proposed to be provided. I may assure you that the references received from the railway would be cleared expeditiously.

Yours sincerely,

(Y.P. Anand)

3.4.92

Shri Raj Kumar,
General Manager,
Northern Railway,
Baroda House,
New Delhi.